



Appendix C. Public Comments and Responses

C1

 PUBLIC HEARING SR 89A: CEMENT PLANT RD - BLACK HILLS DR DRAFT ENVIRONMENTAL ASSESSMENT 	
PLEASE PRINT CLEARLY	
Name	<u>Jim Balay</u>
Address:	_____
Question (one question per card):	<u>Clarkdale has an existing roundabout. At least twice autos have crashed into this roundabout at high speed. Is there anything in the design of these new roundabouts that might reduce the potential for this happening?</u>
September 13, 2006	

C1-1

Response to Comment C1-1

The existing roundabout at the entrance to the Mountain Gate Community is under the jurisdiction of the Town of Clarkdale and is not an Arizona Department of Transportation (ADOT) facility. The Town of Clarkdale has explained that the two incidents at the existing roundabout had occurred before the roundabout construction was completed.

The Selected Alternative will have appropriate signing in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD) 2003 Edition and Arizona Supplement to the MUTCD. It will also employ new signs developed specially for roundabouts. These signs will help the drivers anticipate the movement through the roundabout and allow drivers to be in the appropriate lane prior to entering the roundabout. The geometric design will slow down entering traffic, and pedestrian lighting will enhance the visibility of the roundabout.

In addition, ADOT will complete education programs through the local media, including newspaper ads to help local drivers understand how to maneuver through the roundabouts.

C2

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: WILLIS BAUR

Address: 240 BLACK HILLS DR
CLARKDALE, AZ 86324

Question (one question per card):
1. WHY ROUNDABOUTS - PREVENT TRAFFIC
@ 55 MPH, R.A.B - 15-20. THEY ARE
NOT NEEDED. THE ONE @ I-17 &
MP 289 IS A MESS - NOT MAINTAINED
WEEDS + TRASH

September 13, 2006

C2-1

Response to Comment C2-1

Although traffic speed will be slower through the roundabouts than on the open sections of this road, the overall flow of traffic through the project area will improve since the traffic does not stop as it would if the intersections were controlled with stop lights or stop signs.

There are two roundabouts at the Middle Verde exit off Interstate 17 (MP 289), one is operated by ADOT and the other belongs to the Yavapai-Apache Community. Because of project budgets, ADOT has been working with the local communities for landscaping and landscaping maintenance. The town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as pedestrian and bicycle amenities for SR 89A within the existing project limits.

ADOT prioritizes roadway funds such that roadway repairs, including responding to accidents, fixing damaged guardrails after accidents, or completing slope repair on a roadway that could cause an accident, would be a higher priority than weed control or mowing.

C2



COMMENT SHEET

September 13, 2006

Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232.

Name: WILLIS E BAURAddress: 240 BLACK HILLS DR CLARKDALE, AZ 86324How did you hear about tonight's Public Hearing? ☐ Newspaper ☒ Mailer☐ Other _____

- C2-2 | Other comments? 1. TRAFFIC NOW 55 MPH RAB. 15-20. WILL
HAVE BUMPER TO BUMPER TRAFFIC.
- C2-3 | 2. RAB @ I-17 + MP 289 IS A MESS - WEEDS + TRASH.
- C2-4 | 3. SYNCHRONIZED LIGHTS WILL HANDLE MORE TRAFFIC.
- C2-5 | 4. STATE OF N.J IS REMOVING RAB; NOT WORKING OUT
- C2-6 | 5. RAB NOT SAFE, EX. CLARKDALE ACCIDENTS
- C2-7 | 6. IT APPEARS THAT ADOT IS ALL FOR THE
PROJECT, SO IT WILL BE DONE!
- C2-8 | 7. RAB NOT NEEDED, GO FOR 4 LANES W/ LIGHTS
- C2-9 | 8. EMERG. VEH. LIMITED TO 15 MPH?
- C2-10 | 9. SINCE THESE ? ARE GOING TO THE DESIGN CO.
THESE ? ALWAYS
- C2-11 | 10. 12.5 MILE COST?

TRACS No. 089A YV 349 H4129 01C

Project No. STP-089-A(002)

Response to Comment C2-2

The posted speed limits within the project limits are currently 55 miles per hour (mph) from Black Hills Drive/Verde Heights Drive to Avenida Centerville/Valley View Road and 35 mph west of Avenida Centerville/Valley View Road.

The capacity is typically higher with a roundabout than at stop-controlled or signalized intersections because the roundabout allows traffic from each approach to simultaneously enter the roundabout, maintaining a continuous flow of traffic. Other means of traffic control, a stop sign or traffic light, will require traffic to come to a complete stop. Studies have reported, where roundabouts replaced stop signs, vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.

The design speed of the proposed roadway between the roundabout locations will be 55 miles per hour (mph). The roadway geometry (vertical and horizontal alignments of the roadway) will meet the standards for a vehicle safely traveling at 55 mph. The posted speed limit is usually below the design speed, and, in this portion of SR 89A, the posted speed limit will be 45 mph. Generally speeds are reduced to 20 mph in the roundabout, however the 20 mph reduction will continue to move traffic whereas a stop sign or a traffic signal will require traffic to come to a complete stop.

Response to Comment C2-3

There are two roundabouts at the Middle Verde exit off Interstate 17 (MP 289), one is operated by ADOT and the other belongs to the Yavapai-Apache Community. Because of project budgets, ADOT has been working with the local communities for landscaping and landscaping maintenance. The town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be

Response to Comment C2-3 (cont'd)

applied to landscaping features as well as pedestrian and bicycle amenities for SR 89A within the existing project limits.

ADOT prioritizes roadway funds such that roadway repairs, including responding to accidents, fixing damaged guardrails after accidents, or completing slope repair on a roadway that could cause an accident, would be a higher priority than weed control or mowing.

Response to Comment C2-4

Compared to a stop-controlled or signalized intersection, roundabouts allow traffic to continuously flow through the intersections. Traffic is not required to be stored at the intersections with the roundabout compared to the stop-controlled or signalized intersection. Since traffic from each approach can simultaneously enter a roundabout, the capacity is typically higher than at stop-controlled or signalized intersections.

Response to Comment C2-5

Traffic circles or rotaries are not the same as a modern roundabout, and generally do not have any of the same design characteristics that make modern roundabouts a safe and efficient intersection control mechanism. New Jersey is now in the process of replacing many of their remaining traffic circles with modern roundabouts.

The modern roundabout has specific design criteria standardized by Great Britain in the early 1980s, which were not introduced to the U.S. until the mid-1990s. Any traffic circle built in the U.S. prior to 1994 most likely does not function as a modern roundabout. Modern roundabouts provide increased capacity, along with increased safety, reduced emissions, lower maintenance costs, aesthetic improvements, and improved multi-modal connectivity compared to traffic circles or rotaries.

Response to Comment C2-6

The Federal Highway Administration (FHWA) publication, *Roundabouts: An Informational Guide*, reports, "experience in

Response to Comment C2-6 (cont'd)

the U.S. shows a reduction in crashes after building a roundabout of about 37 percent for all crashes and 51 percent for injury crashes." The FHWA study indicated that roundabouts may reduce injury accidents at intersections by as much as 95 percent compared to signalized controls. Vehicles are forced to slow down as they enter the roundabout. Consequently, the severity and number of collisions experienced at roundabouts is far less than at conventional intersections. Traffic can continuously flow through the intersection, providing higher capacity than a similar sized signalized intersection and reduced vehicle delays. The fewer potential vehicle conflict points are limited to low-speed sideswipes, rear-end, or merge crashes.

Whereas, high-speed head-on, angle 90 or 180 degree collisions at conventional intersections will be eliminated, making any accidents that do occur less severe.

A study by the Insurance Institute for Highway Safety indicates roundabouts reduce crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control. Some of the reasons include:

- Less potential for serious crashes – since vehicles all travel around the center island in the same direction, head-on and left-hand turn ("T-bone") collisions are eliminated.
- Lower travel speeds – because drivers must yield to traffic before entering a roundabout, they tend to slow down. The few collisions that occur in roundabouts are typically minor with few injuries, since they occur at low speeds of 15–20 miles per hour.
- No red lights to run – roundabouts are designed to keep traffic flowing without requiring vehicles to stop, so the incentive for drivers to speed up to make it through a yellow light is removed.

Response to Comment C2-7

ADOT and FHWA are following requirements articulated in the National Environmental Policy Act, US Department of Transportation regulations and Arizona Department of Transportation policy to complete public involvement, the analyses of potential impacts from the project and the completion of an Environmental Assessment for this project. Although a Preferred Alternative was identified in the Draft Environmental Assessment (issued on August 15, 2006), a final decision will not be made until issues arising from the comments received in response to the Draft Environmental Assessment are resolved and a final Environmental Assessment is submitted to FHWA. Should FHWA decide to approve the project as described within the final Environmental Assessment, FHWA would issue its decision with a Finding of No Significant Impact.

Response to Comment C2-8

Refer to Response to Comment C2-1.

Response to Comment C2-9

Without improvements and as the traffic volumes increase, emergency services are going to have a more difficult time maneuvering through the existing roadway. Increasing the roadway capacity by adding an additional lane in each direction and including roundabouts will allow emergency services including, police, ambulance, and fire vehicles to move through this area more efficiently. The roundabout will have a posted speed limit of 15 miles per hour.

Response to Comment C2-10

All comment and/or questions received during the public comment period of the Draft Environmental Assessment will be addressed and/or answered in the Final Environmental Assessment by the project team.

Public information policies of both FHWA and ADOT are directed toward soliciting comments from individuals and organizations known to have an interest in specific projects. This project

Response to Comment C2-10 (cont'd)

followed both ADOT and FHWA's established process by placing notices in newspapers as a request for public to participate in project development and provide comments.

Refer to Section V. Public and Agency Involvement of the August 2006, Draft Environmental Assessment for a discussion of the public involvement process.

Response to Comment C2-11

The current estimate for the project will be approximately \$12.5 million (\$10 million of construction costs and \$2.5 million for right-of-way).

Response to Comment C3-1

Comment will be included in the Project Record.

Comments on SR89A - Cement Plant Rd - Black Hills Dr.

C3

I am amazed to find that "seniors" are letting themselves be used as an excuse to be negative about 'roundabouts'. If we are driving seniors, then we should be capable and good driving seniors. We should, at our age, recognize that we are joined with an array of road-users other than us. Our intelligence and sensitivity to our growing and diverse communities should show us that we are not the only game on this road – a game that includes other passenger vehicles, 18 wheel trucks, businesses, bicycles, walkers, school busses, and kids, plus goodness knows what the future will bring.

We should be able to recognize that 89A as it is, is an increasing death trap and that this stretch of 89A needs serious revamping that is more than way overdue. We are fortunate ADOT has highway designers who are aware of the complex traffic and safety needs of this small stretch of road and have introduced us to the **roundabout** that, in our time, is a reasonable, safer, more economical and accommodating alternative to stop lights and certainly better than leaving its shape as it is.

For practice, a driving senior can explore the roundabout on 89 and Willow Creek Road over in Prescott. Or, drive the much smaller roundabout on 1st Street off of 89A as you enter Clarkdale.

Yes, driving seniors will have to quickly learn how to navigate roundabouts. That's not difficult **if we should** still be driving. If we find that we can't learn how to drive a car through a roundabout, then maybe those of us that cannot do so, should stop driving.

*Ellie Bauer - Ellie Bauer
Clarkdale -
9/13/06*

C3-1

C4

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Margie Beach

Address: PO Box 48
Clarkdale, AZ 86324

Question (one question per card):
Can a roundabout be "adopted"
for maintenance and cleanup by
a business or organization or
individual?

September 13, 2006

C4-1

Response to Comment C4-1

ADOT is considering integrating the roundabout areas into the Adopt-a-Highway program. To implement such a program, ADOT will need to develop a new modified training program focused on the different traffic control needs required for a pedestrian to enter a roundabout.

C5

From: Richard Cranmer [mailto:cranmer@commspeed.net]
Sent: Friday, September 08, 2006 1:12 PM
To: 'pmmccabe@lsdaz.com'
Subject: 89A Project

C5-1

My name is Richard Cranmer and I am one of the property owners directly impacted by the proposed roundabouts. We have one of the smaller parcels and based on the proposed placement of the roundabout are going to be significantly impacted. We have spoken with Town of Clarkdale officials and they indicated they would look into the possibility of making some change in the actual placement of the roundabout to minimize impact to our parcel. Could you please check into this issue and let me know if there has been any discussion with regard to this. Our parcel is across from the Avenida Centerville

C5-2

I also have a question that I am not sure has been publicly addressed. Specifically, how does the heavy truck traffic on this roadway figure into the safety of roundabouts? My understanding is that the cement plant in a 24 hour period has 240 trucks going and coming. Granted, they are supposedly spaced as they leave the plant, but I can assure you that they are not spaced as they return and can be seen sometimes in two's and three's as they return. So what is a motorist to do when two of these tandem rigs enter the roundabout and the motorist is trying to exit other than straight ahead? Now complicate the situation even more by having another tandem rig leaving the plant enter the roundabout at the same time the trucks are returning. I am not sure of the actual count, but in addition to the cement plant truck traffic there are a significant number of other tandem rigs traveling this same route either picking up or delivering other materials. Can you please enlighten me as to what if any analysis has been prepared with regard to the impact on motorist safety with regard to this heavy concentrated truck traffic? Again, one needs to keep in mind that our general motoring public consists of a high percentage of elderly and tourist.

Response to Comment C5-1

Right-of-way impacts were reviewed at this location at the request of the Town of Clarkdale. Alternatives that would meet the project objectives with less impact on the property were not identified. The design for the Selected Alternative attempts to minimize the amount of right-of-way required and will improve access to this property.

Response to Comment C5-2

Large vehicles, including fire trucks, cement plant trucks, buses, various sizes of emergency vehicles, as well as truck and trailer combinations, have been taken into consideration during the development of the Preferred Alternative. The roundabouts will provide an area between the circulatory roadway and the central island, known as a truck apron, over which rear wheels can safely move to accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers.

The number of trucks in the corridor is not unusually high and they have been accounted for in the operational design of the Preferred Alternative. The roundabout radii and other parameters were designed using a truck with trailer as a design vehicle. Simulation runs were conducted to check the safe operation at these roundabouts.

Where there are multiple lanes of entry and two or more lanes of circulating traffic, the roundabout is designed so that trucks may use both lanes, if necessary, to travel through the roundabout, similar to making a "wide right turn" at a standard intersection.

C6

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: GAIL DANIELS

Address: 1880 WIDFLOWER LN
CLARKDALE

Question (one question per card): WHY DO YOU FEEL THE
NEED FOR 5 ROUNDABOUTS IN A
2.2 MILE HWY?

September 13, 2006

C6-1

Response to Comment C6-1

The Federal Highway Administration (FHWA) publication, *Roundabouts: An Informational Guide*, reports, "experience in the U.S. shows a reduction in crashes after building a roundabout of about 37 percent for all crashes and 51 percent for injury crashes." The FHWA study indicated that roundabouts may reduce injury accidents at intersections by as much as 95 percent compared to signalized controls. Vehicles are forced to slow down as they enter the roundabout. Consequently, the severity and number of collisions experienced at roundabouts is far less than at conventional intersections. Traffic can continuously flow through the intersection, providing higher capacity than a similar sized signalized intersection and reduced vehicle delays. The fewer potential vehicle conflict points are limited to low-speed sideswipes, rear-end, or merge crashes. Whereas, high-speed head-on, angle 90 or 180 degree collisions at conventional intersections will be eliminated, making any accidents that do occur less severe.

A study by the Insurance Institute for Highway Safety indicates roundabouts reduce crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control. Some of the reasons include:

- Less potential for serious crashes – since vehicles all travel around the center island in the same direction, head-on and left-hand turn ("T-bone") collisions are eliminated.
- Lower travel speeds – because drivers must yield to traffic before entering a roundabout, they tend to slow down. The few collisions that occur in roundabouts are typically minor with few injuries, since they occur at low speeds of 15–20 miles per hour.
- No red lights to run – roundabouts are designed to keep traffic flowing without requiring vehicles to stop, so the incentive for drivers to speed up to make it through a yellow light is removed.

Response to Comment C7-1

Along this roadway there will be raised medians with some means of traffic control required at five intersections. Implementing both roundabouts and stop signs or traffic signals would not allow for a continuous flow of traffic or the roundabout to function properly. The roundabout would allow traffic to continuously flow through the corridor, where a stop sign or traffic signal, would require the vehicle to come to a stop, potentially creating a back-up through the intersections with roundabouts. This would reduce the effectiveness of what the roundabout was designed to do – to keep traffic moving. Implementing three roundabouts, as suggested, would not allow for a functional roadway in conjunction with traffic signals, stop signs, or stop controlled intersections.

C7

Dear Patricia McCabe:

C7-1

Five (5) roundabouts is, in our opinion, overkill for a 2.2 mile stretch of road. The reason given was that five (5) roundabouts are needed to shorten turn around for u-turns for a passed exit. Since the entire route is only 2.2 miles and three (3) of the roundabouts are ridiculously close together turnaround time does not rank as a major concern nor a reason for the additional expenditure for five (5) roundabouts. It would appear that in such a short distance three (3) roundabouts would do the job and would allow for expedited traffic movement that would not be possible during peak hours with the cramming of five (5) roundabouts in such a short stretch. The impact on traffic movement when autos must decelerate from 45mph to 20mph five times in a 2.2 mile distance, while required to yield to autos already in the roundabout, cannot be anything but negative.

There are additional benefits to the smaller number of roundabouts such as cost, less intrusive lighting and shorter construction times.

It is strongly urged that these plans be reconsidered.

Sincerely,

Lee and Gail Daniels
1880 Wildflower Lane
Clarkdale, AZ 86324

C8

Patricia:

- C8-1 Bad idea to install rotaries on 89A. I am familiar with them back in MA. If everyone knew how to properly enter and exit them, then they would suffice for light traffic. That does not appear to be the case on 89A. There will be many visitors in the area, especially on the way to Jerome. I expect them to be unfamiliar. Add to that the growth of the area. More people and more cars. Rotaries are good up to a certain point. When the flow is heavy it makes the entry and exit of the rotary much more difficult.
- C8-2 If you must control the flow of traffic, do it with lights. Green, go; Red, stop. Pretty simple. The money saved by not installing a turning lane and lights will be paid for in personal and property injuries.
- Bless you,
Bill Dwyer
Phone; 928-634-2011
Email: apbd@yahoo.com

Response to Comment C8-1

Traffic circles or rotaries are not the same as a modern roundabout like those found in some East Coast and European cities, and generally do not have any of the same design characteristics that make modern roundabouts a safe and efficient intersection control mechanism. New Jersey is now in the process of replacing many of their remaining traffic circles with modern roundabouts. The modern roundabout has specific design criteria standardized by Great Britain in the early 1980s, which were not introduced to the U.S. until the mid-1990s. Any traffic circle built in the U.S. prior to 1994 most likely does not function as a modern roundabout. The main difference between older style traffic circles and roundabouts is in how traffic enters the circle and which vehicle has the right-of-way.

Modern roundabouts provide increased capacity, along with increased safety, reduced emissions, lower maintenance costs, aesthetic improvements, and improved multi-modal connectivity compared to traffic circles or rotaries. The modern roundabout, as designed for this project, will handle the projected traffic volumes for the roadway.

Response to Comment C8-2

The cost difference between building a roundabout and the installation of a traffic signal is somewhat comparable. According to the Washington State Department of Transportation (<http://www.wsdot.wa.gov/Projects/roundabouts/benefits.htm>) roundabouts may need more space within the actual intersection, but require less property on the streets approaching the roundabout. Roundabouts usually require less overall property to build than a signal with turn lanes because traffic doesn't have to line up and wait for a green light. In addition to reducing congestion and increasing safety, roundabouts eliminate hardware, maintenance, and electrical costs associated with traffic signals. Many communities also favor the aesthetics of a well-designed and landscaped roundabout. In addition, local emergency services have noted the lack of personnel during cases of power outages to maintain traffic flow where traffic

Response to Comment C8-2 (cont'd)

lights have been installed and require manual operations; this issue will not occur with a modern roundabout.

The capacity is typically higher with a roundabout than at stop-controlled or signalized intersections because the roundabout allows traffic from each approach to simultaneously enter the roundabout, maintaining a continuous flow of traffic. Other means of traffic control, a stop sign or traffic light, will require traffic to come to a complete stop. Studies have reported, where roundabouts replaced stop signs, vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.

C9

From: Kathy Gilbreath [kgilbreath@transtechmedical.com]
Sent: Wednesday, September 13, 2006 1:10 PM
To: Patricia McCabe
Subject: SR89A

Dear Ms. McCabe:

C9-1

I am in strong disagreement with the proposed roundabouts between Clarkdale and Cottonwood. Having lived in Clarkdale 15 years and traveling the 3 miles to Cottonwood daily, there is no necessity for either 5 roundabouts or traffic signals in the area of highway. Since the first 2 options have already been eliminated, I think this is kind of a farce to have a town meeting when you are going to do it anyway. I think the solution would be a traffic light at the 4-way stop between Clarkdale and going up to Jerome and 1 at the entrance to Forest Terrace development, if even that. The road needs to be widened with access lanes. I hate that monstrosity in the middle of the road to Clarkdale. Someone must have been paid off pretty well - the whole Mountain Gate thing ruins the very reason we moved to Clarkdale in the first place. This is absolutely overkill - the logic of the proposed roundabouts is spurious.

Thank you,
 Kathryn Galbreath
 Clarkdale, Arizona



Response to Comment C9-1

ADOT and FHWA are following requirements articulated in the National Environmental Policy Act, US Department of Transportation regulations and Arizona Department of Transportation regulations to complete public involvement, the analyses of potential impacts from the project and the completion of an Environmental Assessment for this project. Although a Preferred Alternative was identified in the Draft Environmental Assessment (issued on August 15, 2006), a final decision will not be made until issues arising from the comments received in response to the Draft Environmental Assessment are resolved and a final Environmental Assessment is submitted to FHWA. Should it decide to approve the project as described within the final Environmental Assessment, FHWA would issue its decision with a Finding of No Significant Impact.

The capacity is typically higher with a roundabout than at stop-controlled or signalized intersections because the roundabout allows traffic from each approach to simultaneously enter the roundabout, maintaining a continuous flow of traffic. Other means of traffic control, a stop sign or traffic light, will require traffic to come to a complete stop. Studies have reported, where roundabouts replaced stop signs, vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.

Along this roadway where there will be raised medians with some means of traffic control required at five intersections. The roundabout will allow continuous flow of traffic, where other means of traffic control (a stop sign or traffic light) will require traffic to come to a complete stop. Studies have reported improvements in traffic flow following conversion of traditional intersections to roundabouts.

C10

 PUBLIC HEARING SR 89A: CEMENT PLANT RD - BLACK HILLS DR DRAFT ENVIRONMENTAL ASSESSMENT 	
PLEASE PRINT CLEARLY	
Name:	<u>Teresa Gorder</u>
Address:	<u>Clarkdale</u>
Question (one question per card):	
<u>In Phoenix there is phenomenal growth,</u>	
<u>What percentage of "improvements"</u>	
<u>involve roundabouts in the Greater</u>	
<u>Phoenix area?</u>	
September 13, 2006	

C10-1

Response to Comment C10-1

Several communities, including Phoenix, are considering the use of roundabouts. The majority of growth in the Phoenix area is under the jurisdiction of the local communities. ADOT is mainly responsible for interstates, state routes, and the system interchanges. Communities in the Phoenix area have started a roundabout steering committee made up of the public works staff for Scottsdale, Phoenix, and Mesa. The committee would agree on a set of standards for roundabouts and will consider these standards on future improvement projects. In addition, a Roundabout Users Group of Arizona, consisting of roundabout technical specialists has been developed.

The greater Phoenix area currently has 123 roundabouts constructed by private developers, local cities or towns, ADOT, or Maricopa County. Three roundabouts are planned for construction, three are under construction, three are currently being designed, one study is underway, one study has been completed, and two roundabouts are proposed.

The ADOT Prescott District is considering roundabouts on a number of routes. One roundabout has been installed on State Route (SR) 89, in Prescott. A project in the town of Wickenburg is currently considering two roundabouts and Wickenburg has asked ADOT to consider roundabouts along another segment of US 93 as well. Currently, the ADOT Flagstaff District has approved 12 roundabouts on SR 179, and construction should begin soon. ADOT is considering the implementation of roundabouts throughout the state.

C10



COMMENT SHEET

September 13, 2006

Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232

Name: Teresa BorderAddress: 559 Rancho Villa Drive, Clarkdale,How did you hear about tonight's Public Hearing? ☒ Newspaper ☐ Mailer☐ Other word of mouth

Other comments?

C10-2

This stretch of road was built as a truck bypass. Due to the influx of residential sites, the original purpose of the road is now in jeopardy. What plans does ADOT have to provide services for the semis that travel it extensively?

C10-3

I travel the road a minimum of 2 times per day and have not witnessed a backup of side traffic looking to enter on to the bypass. I have never noticed a back-up - (more than 2 cars) of vehicles looking to enter the highway.

C10-4

What is the cost difference between installing ⁽¹⁾ traffic light, ⁽²⁾ roundabouts ⁽³⁾ widening the road?

C10-5

The roundabout in Prescott that you speak of - is this a trucking road that is heavily traveled?

TRACS No. 089A YV 349 H4129 01C

Project No. STP-089-A(002)

Response to Comment C10-2

State roadways are designed to fit the need of the surrounding area. In rural Arizona, as the communities grow and change, ADOT roadways through communities need to meet the needs of these changes. SR 89A was originally built as a truck bypass, when there was no community need for an additional road. With the growth that the Verde Valley has undergone, ADOT needs to accommodate the change in the community and meet the needs of the traveling public. Several studies discussed in Section III. Alternatives, of the Draft EA, have indicated that to do this, SR 89A needs to be an urban type roadway and accommodate a mix of vehicle types.

The Selected Alternative has been designed to accommodate large vehicles, including fire trucks, cement plant trucks, buses, various sizes of emergency vehicles, as well as truck and trailer combinations. The roundabouts will be designed to accommodate the anticipated truck traffic. The roundabouts will provide an area between the circulatory roadway and the central island, known as a truck apron, over which rear wheels can safely track to accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers.

Response to Comment C10-3

Refer to Section II. A. Purpose and Need of the August 2006, Draft Environmental Assessment for a discussion of the purpose of the project and the need for improvements to this segment of SR 89A.

With the projected increase in population and housing units, more vehicles will be using the highway to reach local and regional destinations. As discussed in the Draft Environmental Assessment, the number of vehicles turning onto and merging into SR 89A will correspondingly increase. The average daily traffic (ADT) volume in the project area was 14,500 vehicles per day (vpd) in 2004. ADOT has also completed traffic studies in 2004 which project the 2026 ADT volumes estimated at 40,000 vpd. The ADOT 2004, *Access Control and Capacity Needs Study* indicated that SR 89A will need to be improved to at least four lanes by 2026.

Response to Comment C10-4

The current estimate for the Selected Alternative is approximately \$12.5 million (\$10.0 million of construction costs and \$2.5 million for right-of-way).

The current estimate for the Traffic Signal Alternative is approximately \$16.1 million (\$13.2 million for construction costs and \$2.9 million for right-of-way).

Widening the roadway alone is not within the scope of this analysis and cannot be considered separately. Safety concerns associated with a widening roadway requires access control at the five intersections indicated in the August 2006, Draft Environmental Assessment, by way of traffic signals, stop signs, or roundabouts.

Response to Comment C10-5

The roundabout recently installed on SR 89 in Prescott does have truck traffic, and has been designed for truck use. The Prescott Fire Department has also chosen to put their new fire station directly next to the roundabout. The Fire Department will have to use the roundabout for almost every call and emergency.

C11

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: P. Andrew Groszta

Address: P.O. Box 1619
Cottonwood, Ar 86326

Question (one question per card):

What is the R/W + construction cost of
the project?

- R/W cost \$

- construction cost \$

- TOTAL COST OF PROJECT \$

September 13, 2006

C11-1

Response to Comment C11-1

The current estimate for the Selected Alternative is approximately \$12.5 million (\$10.0 million of construction costs and \$2.5 million for right-of-way).

C11

GROSETA RANCHESP.O. BOX 1619COTTONWOOD, ARIZONA 86326928-634-8110/928-634-2113 FAXwdarranch@gwest.netFACSIMILE TRANSMITTAL SHEET

TO: Patricia McCabe FAX: 480-966-9232

FROM: Logan Simpson Design, Inc. PHONE

RE: Andy Groseta DATE September 29, 2006

CC: Highway 89A NUMBER OF PAGES (INCLUDING COVER) 32

CORRESPONDENCE MAILING:
Hard Copy to be mailed yes ☐ no ☒

☐ URGENT ☒ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

Please see our attached comments regarding the SR89A: Cement Plant Road - Black Hills Drive Draft Environmental Assessment.

If you should have any questions, please contact me

C11

In reference to ADOT's presentation of the Preferred Alternative to the public on September 13, 2006, I ask that the following requests be considered, and included in the Project Plans including the Environmental Assessment:

C11-2

1. In reference to the Groseta Ranch Master Plan project, we request that the three (3) additional roundabouts (as identified in the approved Groseta Ranch Master Plan project) be included as future roundabout locations in the project, and identified on all maps and correspondence related to this project. Attached please find a map showing the proposed locations of Paul's Boulevard; Katy's Drive; and Anna's Avenue. These are in addition to the five (5) that you have identified in the Draft EA. The City of Cottonwood agreed to ADOT's roundabout concept on December 2, 2003, subject to these three additional proposed roundabout locations to be included in the project. Please refer to the attached minutes (pages 6-13) of the December 2, 2003 City Council meeting, stating the motion and approval subject to these three (3) new roundabout locations being included in this project, along with four (4) other stipulations. Also, please refer to Tim Costello's e-mail correspondence (attached) (Items No. 3 and 4) to Patricia McCabe dated April 11, 2006 making the same request. ADOT has known about these three (3) newly-proposed intersections since 2002. Also, please find a copy of a letter we sent to ADOT on August 16, 2004 making the same request for five full-access intersections.

C11-3

2. As one of the landowners who is greatly impacted by the right-of-way acquisition regarding this project, we request that the proposed right-of-way to be acquired include straight property lines and not as proposed (a wavy property line). The right-of-way acquired by ADOT needs to include the straight lines, and not a curvy or wavy line as proposed. The proposed "curvy or wavy" property lines create an adverse impact to our property, and make it difficult for future planning of our properties.

Response to Comment C11-2

Additional access roads will be evaluated along SR 89A at the proposed locations of Paul's Boulevard, Katy's Drive, and Anna's Avenue, as stipulated in the December 2, 2003, Cottonwood City Council meeting minutes upon the demonstration of need for these adjoining roads. Additional studies will need to be completed to support requests to have Paul's Boulevard, Katy's Drive, and Anna's Avenue intersect with SR 89A.

Response to Comment C11-3

The final right-of-way acquisition determination will be made during the final design process. ADOT will minimize right-of-way impacts to adjacent landowners wherever possible. Land owners will be contacted once the required right-of-way has been determined.

C11

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COMMENT SHEET

September 13, 2006

Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232

Name: P. Andrew Groszeta dba Aultman Land & Cattle, LLC

Address: P.O. Box 1619, Cottonwood, Arizona 86326

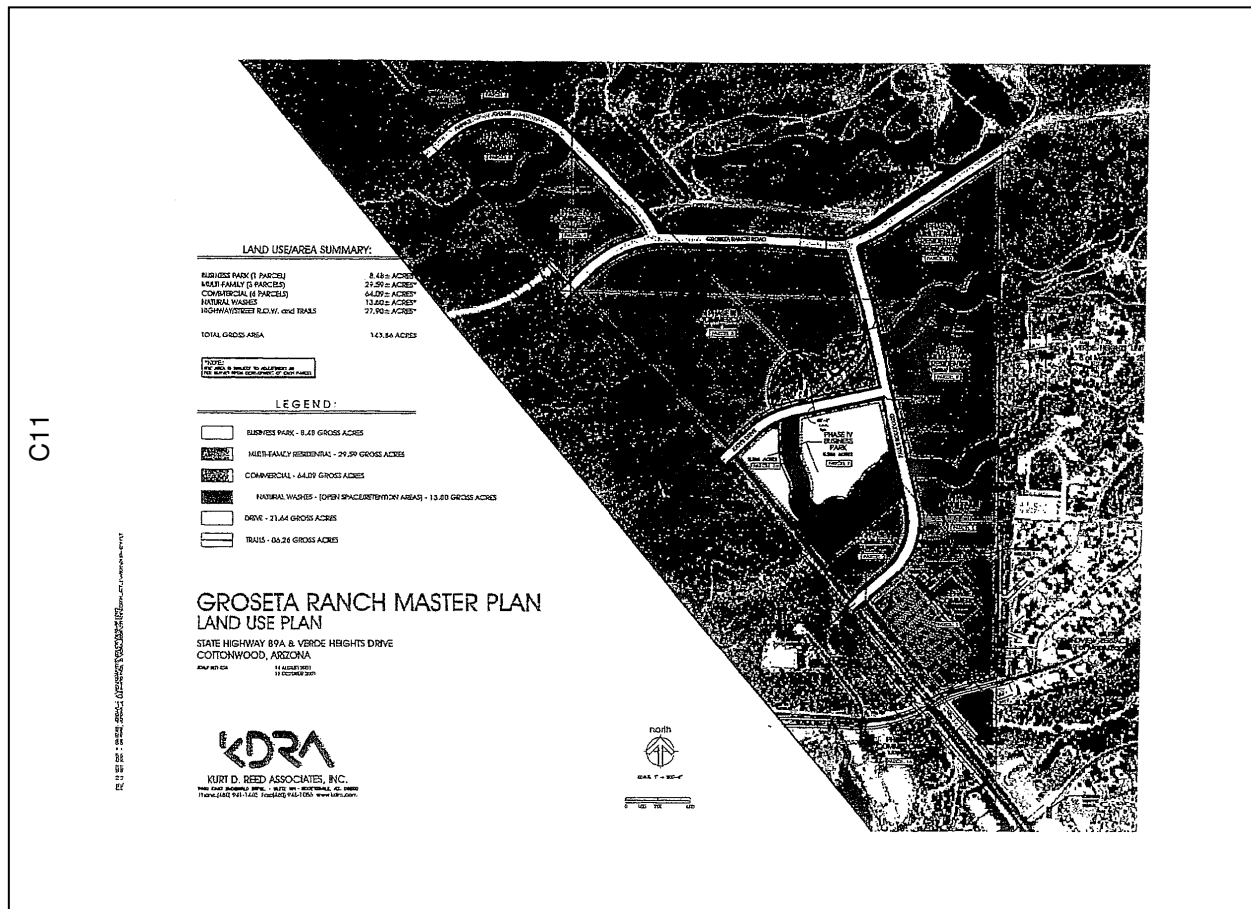
How did you hear about tonight's Public Hearing? ☒ Newspaper ☒ Mailer

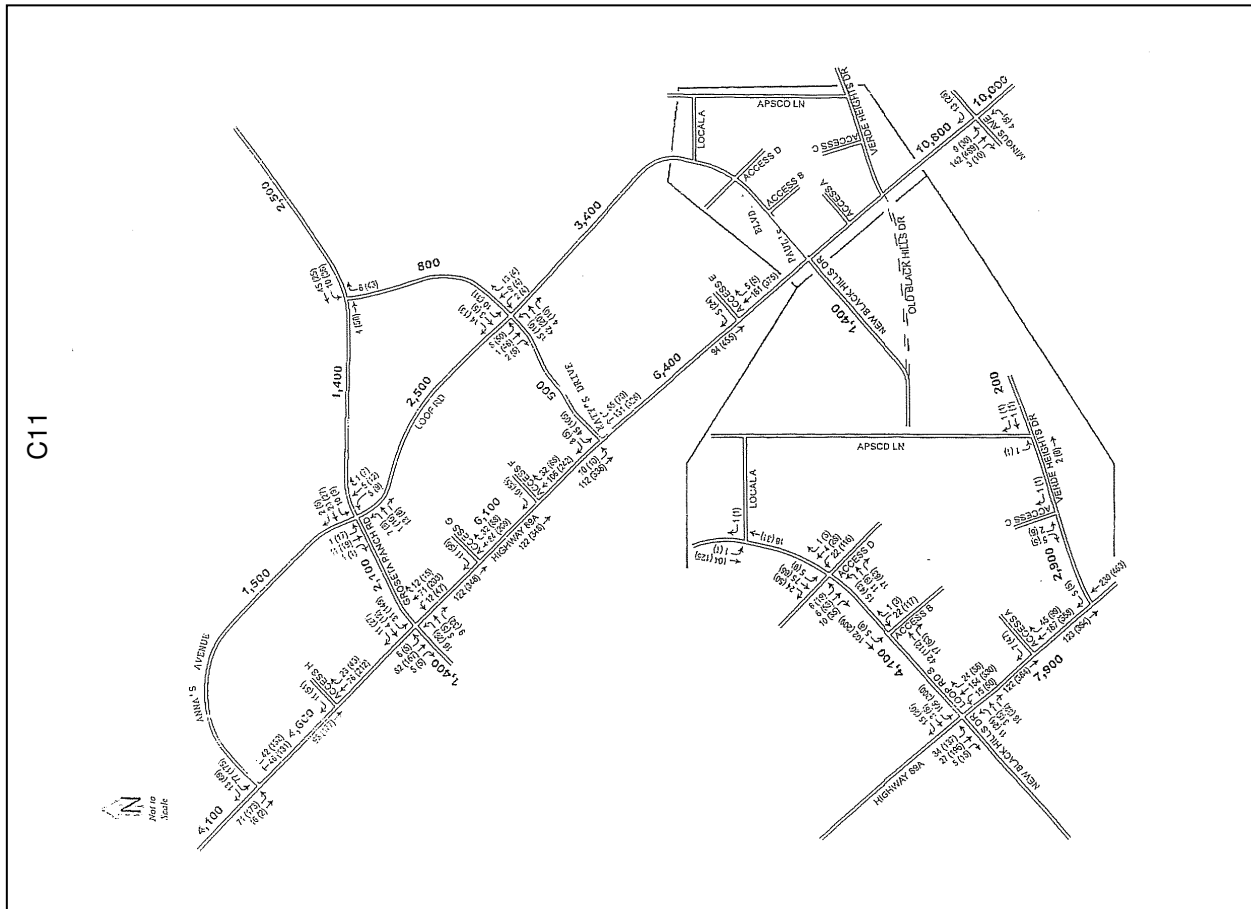
☐ Other _____

Other comments? See attached pages (31 pages total)

TRACS No. 089A YV 349 H4129 01C

Project No. STP-089-A(002)





C11

Page 1 of 1

Patricia McCabe

From: Tim Costello [tcosello@d cottonwood az us]
Sent: Tuesday, April 11, 2006 4:48 PM
To: Steve Martin
Cc: oleret@azdot.gov; steven.burroughs@claridale.az.us; Patricia McCabe
Subject: Re: TRACS No. 08A YV 349 H4129 01C - Cement Plant Road to Black Hills Drive

On the pedestrian crossing via the box culvert at Mescal Wash, I looked at the two "Mescal" crossings today. Both are 10' high and would allow people to walk through with ease. Neither location has any sign of an existing developed trail or even a casual social trail. The correspondence from Jerry Owen is about a future trail concept. If ADOT doesn't want to build the first leg of this trail concept, that's understandable. The important items for Cottonwood are the points that come from our City Council, reprinted below (the Mescal Wash trail was not included):

1. ADOT design a public education campaign to insure that the local public knows the rules of roundabout operation prior to the construction in 2007.
2. That the roundabout at Blackhills Realigned be shifted to existing Blackhills/Verde Heights.
3. That a maximum of 2 additional roundabouts be allowed between Blackhills and Gross/Sonic to be built by future development.
4. That a future roundabout be allowed at Kama's Avenue, a 1/4 mile N/W of Gross/Sonic, to be built by future development upon demonstration of need.
5. That ADOT consider building hardened emergency vehicle cross-overs so that emergency vehicles can bump over the median at least every 1,000 feet.
6. That the Prescott District pursue, along with the local communities, an Enhancement Grant for the segment to provide pedestrian, bicycle and landscape improvements.

Steve Martin wrote:

Please let me know if any of you need a ride to the meeting. Thanks.

Regards,

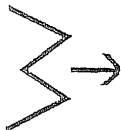
Stephen A. Martin, P.E.
Kirkham Michael Consulting Engineers
9201 North 25th Avenue, Suite 120
Phoenix, AZ 85021
Phone: (602) 944-5763
Fax: (602) 944-6592

4/17/2006

Draft Environmental Assessment SR 88A: Cement Plant Rd - Black Hills Dr
Project No. STP-A89-A-(002) TRACS No. 08A YV 349 H4129 01C

August 2006
A-64

C11

WINDOLIA RANCHES LLC

 P.O. Box 1619
 Cottonwood, Arizona 86326
 (928) 634-7872 (Ranch)
 (928) 634-8110 (Office)
 (928) 634-2113 (Fax)
 E-mail: wdartranch@cybertails.com

August 16, 2004

Via Fax (480) 966-9232
 and Certified Mail

Jill R. Harris
 Arizona Department of Transportation
 206 South Seventeenth Avenue
 Phoenix, Arizona 85007-3713

RE: State Route 89A Cement Plant Road to Black Hills Drive
 Environmental Assessment
 TRACS No. 089A YV 349 H4129 01C

Dear Ms. Harris:

This is in response to an ADOT letter dated July 9, 2004 regarding the above-proposed project (89A between Cottonwood and Clarkdale).

Our family's property is located on the northeast side of the highway, having approximately one (1) mile of highway frontage. A couple of years ago, we master planned our property, and received the zoning entitlements from the City of Cottonwood. The property is known as the Groseta Ranch Master Plan. In the Groseta Ranch Master Plan, we planned for five (5) full-access intersections (please see the attached map), outlined as follows:

1. Verde Heights/Black Hills Drive intersection (present intersection)
2. Paul's Boulevard and realigned Black Hills Drive (newly-proposed intersection)
3. Katy's Drive (newly-proposed intersection)
4. Groseta Ranch Road/Scenic Drive (present intersection)
5. Anna's Boulevard (newly-proposed intersection)

These intersections are approximately one-quarter mile apart. We have requested full-access ingress/egress at all of these intersections in our Master Plan. We have planned for interior collector roads leading to these intersections in the Groseta Ranch Master Plan.



W Dart Ranch
 Cottonwood



C11

We do not believe that the proposed roundabouts are a safe alternative to traffic signals, especially on a state highway. We, along with our traffic consultants, firmly believe that signals having left and right turn lanes are a proven and safe solution to the improvements on Highway 89A.

Properties need to have ample, safe and full access along Highway 89A, which is the key to current and all future commercial business development in Cottonwood and Clarkdale. In our Master Plan, the majority of the property adjoining the highway, is designated as commercial zoned land classification. Full access to these properties is imperative to encourage retail business development.

In closing, we strongly suggest that ADOT consider building a five-lane urban roadway without a raised median, including full access at all present and proposed intersections identified in the Groseta Ranch Master Plan. This would include traffic signals at those intersections when all the warrants have been met having both left and/or right turn lanes.

Thank you for considering our input and comments. If you have any further questions, please contact me

Sincerely,

Aultman Land & Cattle, LLC



Andy Grosseta

A.G./ah

Encl.: Groseta Ranch Master Plan Map

cc: Ruben Jauregui, Mayor of Cottonwood
 Brian Mickelsen, City Manager
 Tim Costello, City Engineer
 Tom Foster, ADOT

C11

MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, HELD DECEMBER 2, 2003, AT 6:00 P.M. AT THE CITY COUNCIL CHAMBERS BUILDING, 826 NORTH MAIN STREET, COTTONWOOD, ARIZONA.

Mayor Jauregui called the meeting to order at 6:00 p.m. Roll call was taken as follows:

Council Members Present:

Ruben Jauregui, Mayor
 Randy Lowe, Vice Mayor
 Joan Denny, Council Member
 Steve Dockrey, Council Member
 Diane Joens, Council Member
 Karen Pfeiffer, Council Member
 Bob Rothrock, Council Member

Staff Members Present:

Brian Mickelsen, City Manager
 Marianna Jiménez, City Clerk
 Rudy Rodriguez, Finance Director
 Tim Costello, City Engineer
 Jerry Owen, Community Development Director
 Mike Casson, Fire Chief
 Hakim Benmoussa, Firefighter/Inspector

PLEDGE OF ALLEGIANCE TO THE FLAG

Mayor Jauregui led the pledge of allegiance.

INFORMATIONAL REPORT BY MAYOR, CITY COUNCIL AND/OR CITY MANAGER

Mr. Mickelsen reminded the Council that December 6 was the Chocolate Walk and the Christmas Parade, and the hearing on the land trade that Senator McCain would be holding in Camp Verde. He also indicated on December 9 there would be a special meeting for the General Plan.

Vice Mayor Lowe showed a picture of his new granddaughter.

Mayor Jauregui stated the Governor would be in town on December 6 for the Interfaith Council breakfast at the Presbyterian Church.

INTRODUCTION OF NEW EMPLOYEES

Chief Casson introduced the new Fire Fighter/Inspector, Hakim Benmoussa.

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APPROVAL OF MINUTES-REGULAR MEETING OF 11-4-03.

Vice Mayor Lowe moved to approve the minutes of 11-4-03 as presented. Motion was seconded by Council Member Pfeiffer, and carried unanimously.

UNFINISHED BUSINESS

ORDINANCE NUMBER 433-AMENDING THE ZONING MAP OF THE CITY OF COTTONWOOD, ARIZONA, FOR A PARCEL OF LAND LOCATED SOUTH OF MINGUS AVENUE AND EAST OF THE 7TH STREET ALIGNMENT. PARCEL NUMBER 406-42-255B, SO AS TO CHANGE CERTAIN DISTRICT BOUNDARIES AND CLASSIFICATIONS THEREOF FROM THE PRESENT ZONING OF R-2, SINGLE FAMILY/MULTIPLE FAMILY, RESIDENTIAL, TO R-3 (MULTIPLE FAMILY RESIDENTIAL); SECOND & FINAL READING

Mr. Mickelsen stated this ordinance was on for its second and final reading this evening. The property was located along Mingus Avenue and was 4.6 acres in size. The request was to rezone it from R-3 and R-2, it was split zoning, to R-3 for the entire parcel to allow a 96-unit affordable housing community to be constructed on the property. This property had received tax credits through the low-income tax credit program. There had been a neighborhood meeting regarding the project and the overall response was favorable. The Planning Commission recommended approval of the application with stipulations, which were listed under Section 2 of the ordinance. The Council reviewed this matter two weeks ago at which time the developer, Mr. Terry Campbell, made a presentation and he was present tonight.

Mr. Campbell addressed the Council and stated they met with the Design Review Board on the 20th and there were a few minor issues he had to get back to them on; cuts on the lighting, design on the shade structure for the play area, lake rocks, barbeque design and some furniture issues that were pretty much approved through Design Review.

Council Member Carney questioned if this was one whole project that would be done at the same time, and Mr. Campbell indicated it was one phase.

Council Member Rothrock questioned who would be supplying water to the project, and Mr. Campbell stated it would be Clamenceau Water.

Vice Mayor Lowe asked Mr. Campbell to go over the planned use of the swimming pool water.

Mr. Campbell stated as a water conservation method, Design Review suggested they recharge the aquifer with the water from the clubhouse and the pool water, and they would be designing something to go to DRB for that process.

Vice Mayor Lowe moved to adopt Ordinance Number 433 after final reading. Motion was seconded by Council Member Pfeiffer, and carried unanimously.

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Mayor Jauregui requested the City Clerk read Ordinance Number 433 by title only.

ORDINANCE NUMBER 433

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF COTTONWOOD, YAVAPAI COUNTY, ARIZONA, AMENDING THE ZONING MAP OF THE CITY OF COTTONWOOD, ARIZONA, FOR A PARCEL OF LAND LOCATED SOUTH OF MINGUS AVENUE AND EAST OF THE 7TH STREET ALIGNMENT, PARCEL NUMBER 406-42-253B, SO AS TO CHANGE CERTAIN DISTRICT BOUNDARIES AND CLASSIFICATIONS THEREOF FROM THE PRESENT ZONING OF R-2 (SINGLE FAMILY/MULTIPLE FAMILY RESIDENTIAL) TO R-3 (MULTIPLE FAMILY RESIDENTIAL).

NEW BUSINESS

RESOLUTION NUMBER 2011-APPOINTING A MEMBER TO THE LIBRARY BOARD

RESOLUTION NUMBER 2012-APPOINTING A MEMBER TO THE LIBRARY BOARD

RESOLUTION NUMBER 2013-APPOINTING A MEMBER TO THE LIBRARY BOARD

Mayor Jauregui questioned if they only had the three current members who wished to be reappointed, and Ms. Jiménez indicated that was correct.

Mayor Jauregui asked that Resolution Numbers 2011-2013 be taken as one group.

Vice Mayor Lowe moved to adopt Resolution Numbers 2011, 2012, and 2013, after reading, inserting the names of Thelma Fisher, Tyler Harding, and Joan Lambert. Motion was seconded by Council Member Rothrock, and carried unanimously.

Mayor Jauregui requested the City Clerk read Resolution Numbers 2011, 2012, and 2013 inserting the above mentioned names.

RESOLUTION NUMBER 2011

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, APPOINTING THELMA FISHER A MEMBER OF THE LIBRARY BOARD OF THE CITY OF COTTONWOOD AND ESTABLISHING HER TERM OF OFFICE.

RESOLUTION NUMBER 2012

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, APPOINTING TYLER HARDING A MEMBER OF THE LIBRARY BOARD OF THE CITY OF COTTONWOOD AND ESTABLISHING HIS TERM OF OFFICE.

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RESOLUTION NUMBER 2013

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, APPOINTING JOAN LAMBARDA A MEMBER OF THE LIBRARY BOARD OF THE CITY OF COTTONWOOD AND ESTABLISHING HER TERM OF OFFICE.

PRESSENTATION BY CORNUCOPIA REGARDING FORMATION OF A YOUTH COUNCIL

Mr. Mickelson stated there was focus in our Focus Future strategic plan for economic development on youth development and this idea of a youth council, depending on how it was structured, would meet a couple of the goals and strategies that were identified in that plan that were contained in the Council's packet.

Harvey Grady stated he presented a packet to the Council and in the past he had operated the State of Arizona's program for preventing juvenile delinquency for a number of years. Since moving to the Verde Valley he had seen there are many strategic things we can do in our local town that would help the way kids can grow up, the kind of opportunities they have, and ways that can help keep them out of trouble. By taking those kinds of steps in youth development, a positive, preventive approach and by providing opportunities kids can use to develop their own sense of responsibility, they can become good citizens. The recommendation for establishing a youth council or commission is one of the ideas he had a chance to see work very successfully in the large cities of Arizona. In the rural cities it was a relatively new concept, but what we see happening in Cottonwood and the Verde Valley is we are becoming more and more urbanized and the situation for kids gets more complex. With the complications coming from what is shown on television, movies, and the video games that are often filled with gratuitous violence, the kids can easily become confused, and they need guidance and assistance. They also need to feel they are being heard. Like most rural communities across the nation the City Council and other departments are mainly focused on infrastructure. The kids get caught up in that struggle because the schools are reimbursed a year later for their average daily attendance, so the schools were tightly budgeted, and the non-profit organizations that supply most of the youth services are usually just keeping their chin above water in terms of surviving financially, and the good hearted people that run those services are often just exhausted providing those services and very seldom have time to coordinate services. In the report he presented were a couple of significant points. Number one was in Cottonwood they had kids representing 20 percent of the population, but at the same time because of the design of Cottonwood its commercial and entertainment opportunities, it draws kids from the surrounding area. There were about 3,000 kids in Verde Village, there were about 500 kids from Clarkdale and 500 from Cornville. So even though Cottonwood had about 2,400 kids residing in Cottonwood they had almost twice that number often on a daily basis. That was a stress and strain on all the youth programs beyond the schools. There was a need for leadership in the community to help draw together youth resources and build them up where they need building, where there are gaps and falling through the cracks and entering the juvenile justice system those cracks need to be filled for the benefit of all the citizens and improving the quality of life in

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Cottonwood today and in the future. He asked the question, when kids grow up in Cottonwood do they stay or do you find that many of the kids who get to be of college age or working on a regular basis, do move away? These were considerations that he believed the city can take into account and demonstrate leadership, creating an opportunity for a youth commission or council that would allow some of the kids in the community to participate perhaps as members of the council and give them a chance to buy into city government and be able to express their own responsibility. In other cities and towns small grants can be brought into the city to help provide funds so the kids can do community service projects. It would be a help to have a teenage job bank; a way to help kids find jobs and help them develop the work habits that will help them be productive. There were a number of questions like that that need to be addressed and presently there was no authority in the city that is looking at those needs of kids and families. He was advocating the City Council give consideration to perhaps appointing a study committee that would look at the options that other cities and towns have done in terms of youth councils or commissions and make a design for Cottonwood. He was involved in this process in Sedona and during that time they had concerns expressed by the police chief on if a youth commission would really help. By the end of their process he became a believer and realized that much could be done on a prevention level that would keep children from being arrested, committing crimes, using drugs, and all of those kinds of things that kids can get into if they don't have enough positive alternatives. He hoped they would consider that and noted that Judge Mackey, the juvenile court judge for the Verde Valley was present and also wished to address the Council.

Judge Mackey addressed the Council and stated he was here tonight as a superior court judge whose duties also involved juvenile court duties here in the Verde Valley. He reviewed the juvenile problems in the Verde Valley and the City of Cottonwood. In his courthouse they saw anywhere from 12 to 24 young people and their families between nine and noon every Tuesday. In the afternoon they could see anywhere from 10-12 more. When you added that up you could see the numbers can be quite substantial over a period of time. In the last fiscal year there were 852 juvenile referrals made here in the Verde Valley, which was increasing. In juvenile drug court at four o'clock he would see anywhere up to 20 young people that range in age from 8-14 that come before him because they are addicted to either alcohol or drugs. The goal as set forth in Arizona law of juvenile court was to rehabilitate young people within the community that takes community effort and involvement. He reviewed the different programs that were going on through the juvenile court system. He was not here to advocate a particular program or service for juveniles. There were a lot of things they were doing in juvenile court but they could not do it without community involvement. He could not guarantee that policy decisions they might make in favor of youth are going to absolutely be successful, but he could guarantee that inaction will have an equally negative impact on youth and it won't be a step in the direction of working in this community to solve the problems of the youth that bring them into contact with juvenile court.

Council Member Rothrock questioned if it would be appropriate for the Council to discuss this further in a work session, how this might dovetail in with other programs in the

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community.

Mayor Jauregui stated they could give direction to do that, and directed the City Manager to put it in on one of their work sessions in the near future.

CONSIDERATION OF COUNCIL RECOMMENDATION REGARDING THE ADOT PROPOSED ROUNDABOUTS ON THE 89A BYPASS

Mr. Costello stated they had talked about this project several times and presented it several times as well. This was the 89A design project where the highway goes from two lanes to four lanes from Blackhills Drive to Cement Plant Road. ADOT had hired a design consultant and they were starting into what is known as the detail design and trying to decide major direction in how the roadway will look and function. There were four alternatives that were put together and there were two alternatives in Cottonwood that were moving forward. The designers were being asked to stop because ADOT needed to make a decision on which way to go. It led to construction of the roadway in 2007. The major difference of the particulars or the two configurations being proposed in Cottonwood is the means of traffic control at the intersections either signalized or a new concept called the modern roundabout. They were both four lanes and have a raised center median in the middle. The major difference was the means of traffic control at the intersection. As far as their use in Cottonwood, the traffic signal use is requiring the existing intersection of Blackhills Drive and Verde Heights be shifted to the northwest to get greater separation away from the current signal at Mings Avenue. The roundabout alternative does not have the issues of relocating that intersection. ADOT is saying you could have the roundabout at the existing intersection if the city prefers. With that, staff had a recommendation to go with the roundabout alternative with several conditions which were: 1) ADOT design a public education campaign to ensure the local public knows the rules of roundabout operation prior to the construction in 2007; 2) the roundabout be realigned and shifted to existing Blackhills/Verde Heights; 3) that a maximum of two additional roundabouts be allowed between Blackhills and Grosena Scenic to be built by future development upon demonstration of need; 4) that a future roundabout be allowed at Anna's Avenue, a quarter mile northwest of Grosena Scenic, to be built by future development upon demonstration of need; 5) that ADOT consider building hardened emergency vehicles crossovers so emergency vehicles can bump over the median at least every 1,000 feet; 6) that the Prescott district pursue, along with the local communities, an enhancement grant for the segment to provide pedestrian, bicycle, and landscape improvements; and other conditions the Council may see fit. Tom Foster, the ADOT district engineer, was present.

Council Member Pfeifer questioned if by doing the roundabouts they could allow more of the roundabouts than lights in that stretch, and Mr. Costello stated that was likely true and it was their understanding.

Tom Foster addressed the Council and stated what they would like to have is some direction and to get a safe roadway that would move a lot of cars and not have it back up and create accident problems. This does that better than the signals, without having to add additional

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lanes. The minimum spacing on those signals would be about half mile intervals. Roundabouts don't have the back up and have some continuous flow going on. They reduce about 70 percent of the accident severity, which was a real plus. Given all those considerations, that was ADOT's recommendation for a safe, efficient highway and also for moving a lot of cars and not adding additional lanes. It would move a lot more cars than the conventional four lanes, which they were experiencing here now.

Mayor Jauregui questioned how many cars travel on that road, and Mr. Foster stated they were at a high 8,000 out there at that segment and in towards town in places there were up to 20,000 and even higher down at the junction.

Mayor Jauregui stated one of the things that he had thought of asking at the presentation up in Clatskanie, we had the little green dots, pretending they were cars, going around the roundabouts and it said never get next to a big truck when they're going around these roundabouts because they have a tendency to also move into the lane that you're in.

Mr. Foster replied that occurs at any intersection when a truck is turning. Even at signals, when trucks pull up and make a right turn a lot of times they have to take the left lane to do so because it is not enough room. You don't want to be caught on the right side of it. In the roundabouts what ADOT intend to do is design them large enough that those trucks can make that circle together, if we have a two lane roundabout. It can work for both truck drivers, they can get through there and there will even be a buffer on the inside if one were to make a mistake. Mr. Foster said personally he would watch out for those trucks as he does at any other intersection and make sure he is allowing room for the truck's trailer. The roundabouts would be designed so drivers go into them with trucks and be at the side of them and they will work fine, like at some signals that are designed where you can be there with a truck and make a turn also. Some intersections have dual lefts and they would be there next to them, but make sure that they know what they're doing. So, be wary. They are slow speeds and 15 miles per hour and you can pretty well judge how that truck is going to move through that roundabout, just like you can at a signal.

Council Member Rothrock stated personally he thought roundabouts had a lot of promise, but comments he was hearing ran about three to one against them. People are afraid of them, quite frankly. He wondered if ADOT could build one at one end or the other of this proposed project and let people see that they work, before they had to commit to having five in one felled swoop.

Mr. Foster replied, unfortunately, the money to build the project is in '07, and in order to do that they would have to look at moving that forward, and that would mean they would need to bump another project out of the program. Here's what was planned for this year. At the Middle Verde traffic interchange the Tribe has two or three designed to go in there this year. They should be going out to construction in a month. There will be one at the entrances to the Casino and another one at the turn to go to Montezuma Castle. Those two will be there and operating within this year.

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Council Member Rothrock asked if those would be carrying the volume of traffic that was being talked about here.

Mr. Foster replied the first one carries a lot of traffic, he wasn't sure of the number, but they anticipated they would just be single lane roundabouts that they could probably expand, and they would have a lot of trucks. Just guessing he said there was probably 5,000 a day in number of vehicles.

Council Member Rothrock stated if those don't work as anticipated, and this is being designed, what are our alternatives? What is our recourse then?

Mr. Foster replied that his job was to put the best thing out there. He felt roundabouts were a better alternative to putting in signalized intersections. At first he was unfamiliar with them but as he became educated about their benefits he wished they had been around sooner. He did not intend to put anything in if it was not the best thing for all parties, from a safety standpoint and moving a lot of cars through there. In this area it is understood a lot of business will develop, there is the truck terminal at the cement plant creating truck traffic, so they want to accommodate all of that with the land development that goes on, and provide something that is safe for the people that use it. If a better way comes along, or if they see roundabouts are not the best way they will do the best thing.

Council Member Rothrock asked if at that point the plan could be changed.

Mr. Foster answered it could be changed if they find there is a better way of doing it. They would not build anything that was not the best thing to do. They would not get locked into that.

Council Member Rothrock stated, continuing with that "best thing for all parties" statement, this will be an urban highway in the future. It will be designed as an urban highway and that would imply that there would be quite a bit of pedestrian and bicycle traffic. Are we going to do what is best for all parties with regard to pedestrian and bicycles as well?

Mr. Foster answered yes. They were looking at and asking the communities to look at what is the best thing because there are two different groups of bicycles - those that use the facility along with the cars and those that shouldn't be out there. They should get on an off system trail and not be out there, and the same with pedestrians. So you need to have a plan on how you're going to take care of that mix also. How are you going to take care of the pedestrians and the other bicyclists that you probably shouldn't have on the roads?

Council Member Rothrock asked what about the bicyclists that are road riders and continue to use the road.

Mr. Foster replied they will have the extra wider lane like in other urban roadways. It would be a sixteen-foot lane, but they would be unmarked, and there are reasons for that. They will provide the additional width.

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Council Member Rothrock asked wouldn't the best thing be a separate lane altogether?

Mr. Foster answered only if you'd like to fund that.

Mayor Jauregui said to Mr. Foster that, as stated his job was to move traffic, and the Mayor had replied that we also have a responsibility on our part to look after the business owners and the business properties. He said that was one of his concerns. To make sure that the business properties and the business owners have access, obviously.

Mr. Foster replied he understood that and that was why instead of the median islands and signals every half-mile they started looking at other things that could be done to make better business access and this provides that. If, instead of being locked into putting signals in every half mile for good progression through an area, you start putting them at different spacing or narrowing that up, you won't have good signal progression to where you can get the major through traffic movements to go on through. With roundabouts you can locate them a little closer. Your speed is going to go down but your speeds are going down now. You're already experiencing that on the 250 and 89A. As you get more traffic out there, and with those signals, the speed starts dropping. That's what's going to happen out there as you get more businesses and more traffic using that road. You can have good business access and be able to get to the business safely. He said just coming in tonight he saw people trying to get out there and go the other way. They're darting out or getting out into the turning lane. That's not a good thing. If they could have turned right and gone down to the next block on a roundabout and gone back that's a lot safer.

Council Member Rothrock commented it appeared to him if this was built as they were proposing that this is going to be a model for the state, and he would definitely hope that ADOT would design all aspects of it so that it would be a model for the state – the signage, the pedestrian and bike accommodations, the access, entrance and egress for businesses and so forth, because he was sure ADOT would be bringing folks up here to show them what a swell project it was.

Mr. Foster stated they did not have pedestrian or sidewalks on any of the other alternatives, and what it amounts to is they were trying to compare dollars to dollars in what they were doing and there is a certain budget for this project, so they were trying to stay within those means. With the support of Cottonwood and the Town of Clarkdale they can go after enhancement projects. With the two communities they would have a good chance of getting something, especially as they will be a model and it should be made that way. It doesn't mean they won't do some landscaping and other things at the roundabouts that they do install, and he was not sure how many they could fit into the budget. They would like to set up community groups to look at what it really should look like. They would like to have that as they go forward in that design phase.

Council Member Joens stated she has the highest respect for Tom Foster, and she likes having ADOT come to town to work together to make roads better for the community. She complimented him on the great job they did down there. Her concern with this project was

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they just haven't convinced so many of the citizens yet. They're the ones who pay the taxes to make these roads happen. She said she personally felt that she would like to see the Council have them do more education. She was aware ADOT was on timeliness and deadlines. She said she was very concerned, but she expressed her appreciation for ADOT and all they have done for the community.

Mr. Foster replied that Vall, Colorado was where they first went in. Before 1992 there weren't any modern roundabouts in the United States. There were traffic circles that are totally different. But by 1995 there were only seven in the United States. In Vall they had two newspapers that were against it and about sixty to seventy percent of the population were against them. Once they went in it reversed itself, so they're actually building more. The staff of both Police Departments and Fire Departments would like to be involved in these community education groups. With them we'd like to go out to the public and show them what it's all about. People have to be educated and then they have to get the experience of driving in these. We need to do that together and that is what we want. As we go through we'll get things further along and then start on that together.

Council Member Pfeiffer said she came into the meeting not convinced at all. But the fact that we're not going to realign Black Hills helps those businesses there that a lot of people in the community were concerned about. And the fact that we do not have to shut off Verde Heights Drive is a big redeeming factor. Another fact is that we can put more roundabouts than we can lights and keep the flow of traffic and we've got three years to educate the public. There are a lot of people here tonight who were opposed at our other meetings, but there is not a whole lot of public here to find out what is going on, so we have to go out into the community and inform them. These were the redeeming factors she saw. Black Hills and Verde Heights was the big one. We had a lot of concern. In fact we had heated discussions about closing Verde Heights. She thought that was one of the better things that would come about, plus the fact that they could have more roundabouts than lights.

Mayor Jauregui invited Mr. Ed Kyilar to speak. Mr. Kyilar addressed the Mayor and Council and gave his opposing views about the roundabouts, namely that drivers are less considerate of others and are inclined to speed. He felt they would create more work for the Clarkdale and Cottonwood Police Departments. He felt the Council should not agree to the project.

Mayor Jauregui invited Mr. Andy Groszeta to speak. Mr. Groszeta addressed the Mayor and Council and stated his concern as a landowner on that highway was that there would be adequate access at points for economic development, whatever the means of traffic movement that is agreed upon along that highway. He pointed out the high numbers of daily truck traffic to be considered in making the decision.

Mayor Jauregui invited Ms. Sally Davidson to speak. She stated she was in support of the roundabouts, it would slow traffic down but it would be continually moving.

Mayor Jauregui then opened the floor to the Council for discussion. Council Member Joens

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stated she had received an e-mail from Richard Cramer expressing the same concerns that Mr. Grosseti did. He had talked to cement plant officials who told him they run 240 trucks in and out in a twenty-four hour period. He was also concerned for the heavy trucks hauling materials to the plant plus the aggregate trucks coming from the other businesses. He also mentioned the cement is unsettled and the trucks are top-heavy. He says that people point to Europe and say they work well there, but he says Europe does not have anywhere the level of large truck traffic as we are facing with 89A. He said ADOT says they have roundabouts in other areas and that they work, but before he would support such a drastic change in the way we direct traffic flow he would ask ADOT to prove to him that they have roundabouts where the truck traffic is as heavy as we have on 89A. She wanted to share his comments with the Council.

Council Member Cerny stated that since it was such a new concept it didn't sit well with her either. She agreed with Council Member Pfeiffer saying they're being thrown a bone with not having Black Hills and Verde Heights blocked off. That is really a good point. That intersection has been there for so long that it's almost grandfathered, and to think they could come along and tell us they're going to close it off doesn't seem legal. She didn't know if it's legal or not, but it's been used for so long. Those are the oldest subdivisions we have, Verde Heights and Black Hills Drive, and for them to have told us that they were going to close it off or only allow a right hand turn, it doesn't seem that it was a legal thing that they could do. She was unclear on how grandfathered rights worked. So now they're saying that if they had a roundabout there they would leave it and people could use it. She said she's concerned with the emergency vehicles having to go around that the cement trucks having to make that turn with their liquid loads, and access into businesses. We're talking about Andy's property, what about property across the highway from him. How much access are they going to have and all the other businesses down there? Right now we don't have a lot of developed property down there, but what if somebody wants to develop their property and needs access into their property. We all won't want to go down half a mile and turn around on a roundabout to gain access into that property on the other side. A long time ago we should have thought about frontage roads. They might have worked much better. She said she did not like the roundabout concept, but the bone for her was to leave Verde Heights Drive and Black Hills Drive open, which should have never, ever been considered being closed.

Council Member Rothrock asked Mr. Foster if ADOT had made any presentations to the drivers at C11, and Mr. Foster replied they had been meeting with the trucking companies and he felt they had addressed their concerns over shifting loads. Other roundabouts are being used right now that handle even more truck traffic and they're working very efficiently. They've had less skepticism from trucking companies than from the general public.

Council Member Pfeiffer stated that looking at the illustration of roundabouts they remind her of the eye of the storm - and that is where it is calm. And, so what if we have to slow down a little bit. She came in not knowing which way she wanted to go with it. The Black Hills is a big plus, and the more roundabouts, it's not that long a stretch. We may have to slow down. If you get stuck behind an accident on one of these roads, you're slowed down

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for two or three hours, where at the roundabout if it helps us avoid accidents and especially injury accidents or death, and we are forced to slow down a little bit, that's part of the roundabouts. They're going to slow down also with a light when they get backed up. So, there's pluses and minuses to both of them. She said the Black Hills-Vende Heights being able to stay open is what has sold it to her.

Council Member Dockrity stated he was listening to these arguments for however many times they've gone over this, but as you listen to things the professional people are telling you, that's what he'd based his decision on. They say they're going to work. He realized they needed to educate the public, and there are some concessions that they, as staff and Council have made to ADOT – the six listed that Tim read – and with that he was one hundred percent for them.

Vice Mayor Lowe stated, if it were appropriate, and Chief Casson wouldn't mind, he wanted to ask him, because they have had some concerns, and one of the concerns that had been brought up repeatedly is on emergency vehicles. Since the Chief of one of the emergency departments was there he asked for any words of wisdom.

Chief Casson responded they had two concerns on the project, one being that in the event the roundabouts were tied up would they have the ability to get through to a call on the other side of the roundabouts. That issue had been addressed. They could actually go through the median on the thing, or up on the brick part of the roadway and make access forward. If that can be done they didn't have a problem with it from a life safety point of view. The accidents that are going to occur, perhaps more frequently than what they have run into at lighted intersections won't be near as severe. They will be dealing with sideswipe types of incidents as opposed to t-bone and head-on incidents where people are cutting across in front. So, that may lessen the amount of impact it has on them to deal with the specific rescue event, although they may be called out more often to go to accidents that turn out to be non-injury. The other thing they were concerned about was the ability to access in a timely fashion any of the properties along the project. One of the things they asked for, and Tim Costello has put into the criteria for approval, is that at least within every thousand feet they have an emergency vehicle crossover so they can get to people in a time of need. Their critical time response is four to six minutes.

Vice Mayor Lowe thanked Chief Casson for his information and stated that was the biggest concern he had about roundabouts, their design and how will the emergency vehicles be able to access our homes, our businesses and that sort of thing. When the idea of roundabouts first came up he heard about the one at Happy Valley Road so he made it a point to get off at Happy Valley Road every time he went to Phoenix just to check it out. The first time he went through the thing he was coming northbound and he got off and was just going to go around and come on up the highway. He ended up going on to the right because he got into the wrong lane. But it wasn't that difficult to figure out the second time he went through it. He liked the design of it and he liked the idea that Chief Casson alluded to, talking about the eighty thousand pound trucks coming down that highway at fifty to fifty-five miles an hour to a lighted intersection and some drivers making a left-hand turn in front of a

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forty-ton truck. Getting t-boned in the family sedan is going to be a heck of a lot more devastating to this community than having to learn something – a little new way to get around. He understood what Andy (Grosset) said, that it would certainly probably be a majority that would be opposed to roundabouts, but, after having experienced one a number of times, and there is plenty of truck traffic at that Happy Valley Road one, it does work. The Colorado example was that nobody in the community wanted it, but they had leadership in the community that said, we're going to do this, and it worked. He understood Diane's alluding to having the community and taxpayers have a voice in what's going on, and while he was certainly sympathetic to that, there is also a point at some time that the people who have been charged with the leadership positions in the city have to take a leadership role, even if it's not popular. He thought this may be one of them.

Mayor Jauregui asked Mr. Foster, going back to the joint meeting held in Clarkdale, there was a statement made there that ADOT had contact with business owners on that route. What was the result of that meeting?

Mr. Foster responded they ended up with a letter from them and they had several items in it, and after they went through those things, and Andy Grosset was there, they came to consensus on everything except one item and that was allowing a left turn in at one of the existing businesses. It wouldn't matter whether there were roundabouts or not, they couldn't allow a left turn. It was too close to the future signalized intersection and it was something you don't do if you have a roundabout scenario. So, with either concept they wouldn't have allowed a left turn at that location.

Mayor Jauregui asked if those business people were satisfied with the plan that was presented to them, the concept, and Mr. Foster stated he hadn't received any more letters and it seemed that other than the one area, everything was addressed and even if there wasn't total approval, it seemed workable. Mayor Jauregui said that the business access was one of his concerns and some others had been answered. They had conversations before about ADOT's responsibility and the city's to make sure the business people have access to their property. The Mayor then thanked Mr. Foster.

Mayor Jauregui asked Mr. Mickelsen if this recommendation would be part of a motion and Mr. Mickelsen said yes.

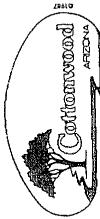
Council Member Rothrock recommended that ADOT proceed with designing alternatives and for following the seven stipulations that appear on the Council's handout.

Vice Mayor Lowe interjected, if you'll say six actually, he would second that. Council Member Rothrock agreed to the correction. Motion, was seconded, and carried unanimously, with six for and one against, Council Member Joens voting against.

RESOLUTION NUMBER 2014-APPROVING THE COTTONWOOD STORM WATER MANAGEMENT PLAN

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*Approved by City Council
12/2/03*



To: Honorable Mayor and Council
Via: Brian Mickelson, City Manager
From: Timothy J. Cegallo, Public Work Director
Date: November 25, 2003
Re: SR 89A, Blackhills to Cement Plant Road

ADOT is designing the upgrade of SR 89A from 2-lanes to 4-lanes from Blackhills Drive to Cement Plant Rd. The project is scheduled to construct in 2007. ADOT and Kirkham-Michael, the design consultants, have created four alternative designs for the highway segment. In Cottonwood there are only two designs under consideration, one with signal control and one with roundabouts. ADOT would like the city council to approve a design alternative so that the project design can resume. ADOT has stopped the design effort until an alternative is agreed upon by the affected jurisdictions, Clarkdale, Cottonwood and ADOT.

The two alternatives with signals, Alternatives 1A and 1B, are identical in Cottonwood. The signals are located at Blackhills/Verde Heights (realigned) and Grosetta Ranch Road. A raised median in the center of the highway controls left turns to intersections only. Future development will likely require the addition of another lane in each direction from Mingus to Blackhills. The cost of the new lanes will be by the development. Under the signalized plan, the existing Blackhills/Verde Heights intersection will be reduced to right-in, right-out at best. Expecting this conventional traffic control design, the city sought and received a \$340,000 Federal Aid grant to relocate Blackhills Drive in 2007. The Verde Heights connection to this new signal is an outstanding issue. ADOT had offered some mitigation money in the past to help in the relocating of the signal.

In Alternative 4, ADOT investigated using the modern roundabouts in lieu of traffic signals. The roundabouts offer several operational advantages. They are clearly safer by eliminating high energy, angle-style crashes. They also have greater capacity at moving cars. The 4-lane roundabout alternative out performs the 6-lane signalized alternative at moving cars through the segment in less time. The roundabout alternative also would allow the construction of a roundabout at the existing Blackhills/Verde Heights and eliminate the need to move the existing intersection. This alternative has a raised median through the entire segment. Lefts are only enabled at the roundabouts. Unlike signals, five roundabouts would be built with the project to create a "system" to enable left turns.

Staff recommends the roundabout alternative, Alternative 4, with several conditions:

1. ADOT design a public education campaign to insure that the local public knows the rules of roundabout operation prior to the construction in 2007.
2. That the roundabout at Blackhills/Verde Heights be shifted to existing Blackhills/Verde Heights.
3. That a maximum of 2 additional roundabouts be allowed between Blackhills and Grosetta/Scenic to be built by future development upon demonstration of need.
4. That a future roundabout be allowed at Anna's Avenue, a 1/4 mile NW of Grosetta/Scenic, to be built by future development upon demonstration of need.
5. That ADOT consider building hardened emergency vehicle cross-overs so that emergency vehicles can bump over the median at least every 1000 feet.
6. That the Prescott District pursue, along with the local communities, an Enhancement Grant for the segment to provide pedestrian, bicycle and landscape improvements.
7. Other conditions the Council sees fit.

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Mr. Costello stated this was the Storm Water Management Plan. We've been selected to be regulated by EPA and ADEQ and are in line for applying for coverage. The general permit is approaching and staff will need to file this notice of intent. Along with the notice of intent, which is essentially the application for coverage under the general permit, is the Storm Water Management Plan. The Storm Water Management Plan was presented on November 18th and approved as a public document. Staff asked the Council approve the Storm Water Management Plan as it was presented in the public document and authorize staff to file the notice of intent. The Storm Water Management Plan was crafted to be as bare bones as could be made and still gain coverage under that general permit. Staff had not received any public comment.

Vice Mayor Lowe stated he had the same comment as he had before except that he noticed Mr. Costello said, "they had been selected." He said he remembered when he was about eighteen years old he got a letter from the government saying that "he had been selected." So, we've "been selected" to succumb to another Federal, unfunded mandate. And with all the protest he could muster he still moved to adopt Resolution Number 2014 after reading. Motion was seconded by Council Member Pfeifer, and carried unanimously.

Mayor Jauregui requested the City Clerk read Resolution Number 2014 by title only.

RESOLUTION NUMBER 2014

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, APPROVING THE COTTONWOOD STORM WATER MANAGEMENT PLAN.

CONSIDERATION OF ACCEPTANCE OF QUIT CLAIM DEED TO TRANSFER PROPERTY FROM THE YAVAPAI COUNTY FLOOD CONTROL DISTRICT TO THE CITY

Mr. Mickelsen stated this was a quitclaim deed from the County Flood Control District to the city. The city needs some right-of-way to cross a wash adjacent to Rio Mesa Trail for the proposed Rodeo Drive that would connect Highway 260 to Rio Mesa Trail and the County has offered that property that is currently owned by the Flood Control District to the city in the form of a quitclaim. The right-of-way then would be under the control of the City of Cottonwood. Staff recommended acceptance of that quitclaim deed.

Mayor Jauregui asked if there were questions and there were none.

Vice Mayor Lowe moved to authorize the Mayor to execute the quitclaim deed on behalf of the City of Cottonwood. Motion was seconded by Council Member Pfeifer, and carried unanimously.

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Mr. Mickelson stated it was asked that this be placed on the agenda if the Council wanted to review it prior to the meeting this Saturday. Previously, in 2000 in a work session, the Council had met on this item, back before it was as controversial as it is now. They directed a letter be drafted and the letter was in their packet. This was an opportunity to see if they want to do anything different in terms of direction from this city on that issue.

Mayor Jauregui stated a Call to the Public was in order. Council Member Rothrock suggested waiting for two absent Council Members to reappear. Mayor Jauregui asked if they were returning and he was advised they were. Mayor Jauregui stated they would wait for Council Member Pfeiffer. When all Council Members were present Mayor Jauregui stated they would carry on. He asked Sandy Booth to take the floor.

Ms. Booth addressed the Mayor and Council and stated as a resident of Clarkdale and a member of the Clarkdale Water Committee she urged the Council to support removing the Verde Valley parcels from the Ruskin Land Trade. She stated the effort to purchase the water companies by Cottonwood and Clarkdale was a positive step forward because the towns are linked through a shared aquifer. Future water shortages will be felt by both communities. Their water committee voted seven to one not to support the trade because of the dropping water table, and concerns that some private property owners won't have enough water. By making the trade through the Legislative rather than the Administrative process we do not get an adequate measure of the impacts the trade will have on the towns, the water supply, and the river. Ms. Booth went on to give several more reasons reflecting the negative affect the trade would have, finally stating that the most important reason to oppose this trade is water.

Mayor Jauregui asked that the comments be limited to five minutes and he asked Anita Rochelle Gaus to take the floor. Ms. Gaus stated growth and economic development are happening and the community needs its water preserved. The proposed trade lands are very close to Haskell Springs and would interfere with existing uses. It would not be wise to further deplete the aquifer. The City needs to make sure the infrastructure and supply are both available for future growth. She urged the Council not support the Legislative process for the trade. The potential impacts need further study by the community.

Mayor Jauregui asked Bill Gaus to take the floor. Mr. Gaus stated the water situation at Haskell Springs is indicative of what is happening in other areas of the Verde Valley. Shortage of water will hurt property values. New housing will need additional water and new wells will deplete existing wells. Well logs and test wells have indicated over the last several decades a continuous fall in the water table. Studies now being conducted will clearly indicate what is available.

Mayor Jauregui asked Sally Davidson to take the floor. Ms. Davidson stated the Ruskin Land Trade had passed in the House, and if it passed in the Senate the community would not be able to remove the parcel located between Clarkdale and Cottonwood. She asked that the Council in some way request that the parcel that affects Haskell Springs be removed from the trade on the basis of the water issue. She reiterated the current water

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shortage problems in the area.

Mayor Jauregui asked Kurt Lindner to take the floor. Mr. Lindner stated he was a property owner and was concerned about the Mayor's apparent approval of the Ruskin Land Trade. He felt there should be a consistent policy, but did not reveal his personal concerns about the trade.

Mayor Jauregui explained the Council was providing the opportunity to the public to state pros or cons for supporting or not supporting the land trade.

Council Member Rothrock stated Mr. Lindner would be able to state his views during the Call to the Public.

Mayor Jauregui asked Michael Durgain to take the floor. Mr. Durgain stated a recent experience of having to go without water at his house made him more concerned about the water issue. He said the community needs to be made aware of the many questions that need to be addressed before making an irreversible decision and he reminded the Council of a meeting that Senator John McCain would be present at to discuss the land trade.

Mayor Jauregui asked Reynold Radocchia to speak. Mr. Radocchia stated as a landowner in Haskell Springs he was now on his third well, with the water table dropping significantly. He felt that words were being manipulated in the land trade bill by stating water supply was nothing to worry about. He said we are in a severe drought and it would be many years before new water sources would be found and developed if the municipalities succeeded in purchasing the water companies. He said this issue seems to be dividing the Verde Valley community. Water is a vital resource that the generation needs in order to survive, and it needs to be protected and the Council should be very selective about growth. He asked the Mayor to read the sentence in their letter dated 2000 where they indicated concern the trade wasn't going through the public process.

Mayor Jauregui read, "The Cottonwood City Council has directed that this letter be drafted in support of the potential trade moving forward through the formal trade process."

Mr. Radocchia stated he thought that meant the Council would support the trade if it went through the administrative process, and he urged the Council to maintain that position.

Ms. Jane Moore asked to address the Mayor and Council. She stated she too was aware of and concerned by the water issues involved in the Yavapai Ranch land exchange. She said it involved the entire land exchange, not just the Clarkdale/Cottonwood parcels, and it needed to go through the administrative process. The potential negative impacts to the communities and to the Verde River needed to be addressed. Any economic benefits the trade would offer were minimal compared to the negative impacts the trade would have. Tracts of undeveloped private property can still be developed without adding more privatized lands to the trade.

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Mayor Jauregui then closed the floor to the public and asked Council Member Rothrock to state his views of the trade.

Council Member Rothrock stated he did not feel that supporting the trade would be very responsible to the citizens of Cottonwood. There is evidence the water companies are barely able to keep up with demand now. The General Plan, Section 12 on Water Resources, page 4, shows that by the year 2050 there will be a forty percent shortfall in the amount of water needed for the population that is projected at that time. There is documented evidence from geologists and hydrologists that wells on the subject parcel would likely deplete the supply to the Haskell Springs wells, which the city is attempting to buy. From Mr. Hanvarger's map, it can be seen the subject parcel is directly in the path of the flow of the recharge down the mountain to wells not only at Haskell Springs but also other Cottonwood Water Works and Cordes Lakes Water Works wells. Another reason he opposed the trade is the effect on private property. Presently, Cottonwood is less than thirty percent built out. Clarkdale and Camp Verde are at an even smaller percentage built out according to the General Plan, Section 8 Land Use, page 3. What will be the effect of adding eight hundred acres to the Clarkdale and Cottonwood area on property values? How about three thousand acres to the Verde Valley as a whole? Even without devaluation due to lack of water, he didn't think we could expect to see property values increase with the addition of that significant amount of private land. Our General Plan also encourages infill development, but these parcels will double the distance from the river up the side of the mountain in development. This does not fit in with most of the residents' goal of preserving our small town and its qualities. The trade will create an unfunded (Fandro) mandate to enforce the water covenants that are part of the bill. Should the city own the water company that serves the future development on this property that we had no control over the development of since it's not in Cottonwood? Whether or not they sunk wells there won't be the city's call and that property exceeds their water allotment. We might be put in the position of having to turn off the tap to these homes. On that day the only winners will be Angela (The Verde Independent) and Lu (The Journal Extra) and the high-powered lawyers the residents will probably hire. For those reasons he thought they should ask Senators McCain and Kyle to withdraw the bill and ask if it's considered at all that it be done through the administrative process.

Mayor Jauregui asked Council Member Joens to state her views on the trade.

Council Member Joens stated from a number of data that she studied her comment was why is Cottonwood even involved in talking about this if the land is not in our city limits. Aquifers do not stop at city boundaries. Water is life. Right now there are important studies going on that out taxpayers in Cottonwood are contributing a great deal to find out just how much water we do have in the Verde Valley. We don't really know. At the Federal level, the Department of Interior has said that there's a potential water supply crisis by the year 2025, and the Verde Valley/Prescott is in red. You'll see there's not a lot of red out there, but we're there. That's one concern. In our General Plan it talks about if Cottonwood continues to grow at its current rate of three percent annually it will take another twenty-four years to

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add the same number of residential units that exist now, and we have 4,427 units. Based on build-out, the current city boundary includes enough vacant land or partially developed private land to support more than 6,000 more residential units. We have lots of land we can still build on, and lots of opportunities for economic development, which she supports. She wants our community to grow positively and wisely. In our Regional Plan it talks about in the Verde Valley area our estimated population in 2050 is 153,000. The information came from NAMWA, stating there will be a deficit of 12,000 acre-feet per year. Her concern was they have a responsibility to citizens who live here now. She did experience turning on her faucet one night and nothing came out. It is a concern. As Council people they need to be not only responsible to the people who live here now, but to the folks who are coming. If they turn on the tap and don't find water we haven't met our responsibilities to them either. Sharon Massik Lopez, from NAU Water Conservation, did a study. She did a vegetation report in the Verde Valley and found depth to ground water appears to be increasing in Cottonwood west of the river. Whereas the water table was above the level of the river at one time it now lies below the level in places. Whether this has any affect on the flow of the river and water available to riparian vegetation is unknown. Research is needed to thoroughly describe any ground surface water interaction at Cottonwood. In the mean time it is prudent to recommend conservation of ground water in order to avoid the potential of diminishing flow in the Verde River. Public awareness and programs are recommended. If, in the future, it is shown that the dropping water table does affect flow of the river, then more stringent water conservation programs are advised. She then included relevant comments from others and from several articles she had read in the papers. She concluded by saying her main concern, after reading an editorial by Mr. Ruskin about his father's dream of combining those lands, was that she was concerned that his father's dream was getting in the way of our community, and it's driving a wedge and tearing us apart. We really need to think about our needs and realize we are going to have good growth, but to make sure we have the things that folks need when they get here.

Mayor Jaurisgul asked Council Member Pfeiffer to state her views.

Council Member Pfeiffer stated when this thing first started and Tom Bonomo came to the selective Councils, he told them they were going to dump this land no matter what. They were going to trade the Ruskin properties or somebody else's properties for these properties in the Verde Valley. The one right outside of these two communities is like a little island on the mountain. It's out of their way. They don't like monitoring it. It is in the city limits of Clarkdale. She said she would rather see local people in control of that property and how it grows and what goes on it, what wells are able to be dug and how many homes are on the lots than the Federal government dictating to us one more time on a piece of property they don't want. Clarkdale will at least make sure that it's taken care of, that it's monitored, that the wells aren't dug unless the water is there. They're adamant about that. The Federal government isn't. Tom made it really clear that they don't want to be bothered with this piece of property. Are we saying that we don't trust Clarkdale to take care of property in their own city limits? I think they've done a pretty good job so far. They annexed it for a reason and that reason was to keep the growth down in case the trade went through, and she thought they ought to follow through with that. She was sure they were willing to. She

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trusts Clarkdale a lot more than she does the Forest Service on taking care of this land. Plus, if Mr. Garrison was so concerned about our water why in the world is he still allowing contractors to fill their water tanks at his hydrants instead of using our reclaimed water? That's an oxymoron right there when Mr. Garrison talks about being concerned about the water. It is an island and we would be better off if Clarkdale was monitoring that property than the Federal government and the Forest Service, who doesn't want to have any thing to do with it. If you go out there right now you'll just see the lack of upkeep on it right now. She said her position hasn't changed. She would like to see the administrative process have gone forward. It's not. It's already passed the House. She thought Clarkdale could monitor the land a lot better than the Forest Service.

Mayor Jauregui asked Council Member Carny to express her views.

Council Member Carny stated it was hard to add to what her fellow Council Members have stated. She agreed with them and she does worry about the water situation up in Haskell Springs. If those wells are going dry and you're talking about bringing in more homes next to them and dropping that water table some more, we can't not take care of what we've already got by letting new development go in, regardless of what that new development might bring, whether tax dollars or money towards schools or money towards roads. We have to take care of what we've got before we let anything else come in. Maybe that land will get traded off to somebody else, but they're still going to have to go through the process. This has been put off for three years or so. If another trade comes up, that will put us off more years and give us time to find out what the water situation is and to learn all these other things that we need to learn to make a better informed decision. We did not have that in 2000 and she felt very naive then. She still doesn't know it all and has not gone to all the water meetings. Now that she is more informed about the water situation and the other things that have come up, and reading all the newspapers, she is not for this trade and she would like to see those parcels in Clarkdale pulled.

Mayor Jauregui asked Vice Mayor Lowe to state his views.

Vice Mayor Lowe stated in the very beginning, back in 2000 or even a little earlier than that when it was first being discussed, he had serious issues that were philosophical issues with it going to the Legislative process. And the issues he had with it then are the same issues he still has and it is philosophically based on that he has never believed we are better off allowing a bunch of Washington politicians who don't know the difference between Arizona and New Mexico, let alone Cottonwood and Flagstaff or Paulden, make decisions for us. He said he is a Libertarian, which means he believes in our liberty and our self-determination at the very local level. He has opposed the legislative process of this trade from day one. He is not convinced that the parcel that is currently in Clarkdale that was originally in the County, and that's another issue that is a bone of contention between him and Mr. Radaccio over the fact that Clarkdale annexed that property the very same way that this trade is being done, without public input at an emergency session, by putting it in position to be traded, because that's the kind of land the Forest Service wants to trade, that that is in the city limits is the first thing that's on their list of lands that they want to trade - lands that

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are in a municipality. He had an issue with that. He always thought, with the water issue in Haskell Springs, that it was suspect at best that this be a part of it. The issue that's on the agenda is the Yavapai Ranch Land Exchange, and that means all of the exchange. He had heard people say he's against the trade for water, but there is more than the Verde Valley, more than Clarkdale involved. There are some very good reasons for a land exchange to go through, in alluding to the fact that the potential for the property around Paulden at Yavapai Ranch to create an issue with the headwaters of the Verde, this is a checkerboard, currently. If the Ruskin family wants to develop the land they can develop the land in a checkerboard, making the opposite squares on the checkerboard even more susceptible to being traded or sold off. By consolidating it it doesn't really change a whole lot as far as what impact it's going to have on that land up there. The Forest Service will be much better at managing the portion that is National Forest. The land that is by Flagstaff is much needed for the development of their airport. That's an economic development boon for the City of Flagstaff. In Williams, the property up there (at least the way he understood it) is for a well field, and Williams has very serious water problems and water issues. Williams is probably second only to Payson in northern Arizona for water issues. They want 5,000 feet or more to get water and they only got about what we're getting out of Haskell Springs. There are some very good elements to this Yavapai Ranch Land Exchange, and he would hate to throw the baby out with the bath water, so to speak. As far as the land exchanges over all, he thought it was the right thing for the people of Arizona. There are elements of the land exchange he did not like. The primary element of the land exchange he did not like from day one was the idea of it going through the legislative process, albeit our Representative, Hentz and our two Senators are coming to the valley and they have come to the valley and spoken to us here, and that's admirable and he appreciated that. It was still the decisions are being made by 535 people who probably have never been to Cottonwood. Most have never been to Arizona. He didn't like that and he never did. As far as the Camp Verde parcel is concerned, he thought that was an issue that Camp Verde needed to deal with on their own terms. As Council Member Joens pointed out, aquifers don't have city limit boundaries. While that is quite true, he knew Camp Verde was anxious to develop their economy. They feel they can manage that property and develop their economy in such a way that it would be a benefit to their residents and potentially to the whole Verde Valley. There are some very astute people in Camp Verde, and in the future, as Councils change, he felt confident they would be able to handle whatever they need to do in Camp Verde. He was nervous about the Clarkdale portion of this trade.

Mayor Jauregui stated it was an understatement to say this has been a controversial issue. It seemed to come down to two things, and water being the biggest issue. We're all concerned about water. He heard a lot of references to shortages of water west of the river. On this paper from Mr. Hanverger, he makes this statement: "Without a distinct new water source someplace east of the Verde River". It wasn't the first time he had heard that water is at hand east of the Verde River that just hasn't been developed. He didn't understand how we can take for granted that anyone who obtains that land will start digging holes in an area that we know that water is already deficient. We all know that. He said if he were Ruskin or anybody else, if he was Mr. Garrison he wouldn't be digging holes around Haskell Springs. They know already that there is no water there. The idea that there is water east of

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the river has yet to be seen and developed. Our ability to do that will be if we can, hopefully, secure the water companies that we're moving forward on. A year or two ago Cottonwood was offered a well in the Cornville area. These wells were pumping a lot of water. For reasons of them being under the watchful eye of SRP we backed away from those. Those were producing wells over there. The idea is not to stop using water; it's to use it prudently, wisely. Let's not throw it away. To consider stopping everything cold until we get definitive answers is going to devastate this area, period. Randy alluded to the annexation that Clarkdale did on this said land. If anyone put a target on these lands for development it was Clarkdale and their annexation and it doesn't matter if it's Ruskin or Yavapai/Apache Tribe or anybody who shows some interest in this, that land is a target for development and that's not going away. Going back to the lands that were chosen, actually, it was the Forest Service that pinpointed these lands for trade with Ruskin. About the process, there has been a lot of talk about the process. Going back to the letter, it says "through the formal process". There are two processes. You have your administrative and you've got your legislative. There isn't anybody in this room, given the same opportunity that Ruskin has, who would not take the legislative because of the time. Even when we were in meetings with the Forest Service, the Forest Service alluded to the fact they couldn't even tell you how long it would take to go through their administrative process. He said he didn't think there was anybody in the room who wouldn't pursue it in that direction. There is a lot of support for this. The Forest Service is very interested in gaining these ranch lands, consolidating these lands, preserving the antelope habitat, the elk, deer, and whatever else we find up there. If they're not preserved then what's the alternative. They're going to be developed. There's more potential of hurting our headwaters of the Verde River down here by sucking the water up there at the ranch land. He was sure that was up for argument with a lot of people. To see these lands developed up there would be more harmful to us down here on the water issue. The land in Clarkdale, there are less than three hundred houses going in up there, not a great big development, even at build out.

The Mayor continued, there is absolutely nothing that will be decided here tonight. The people that are opposed to this are going to stay opposed to it and they're going to see the part they want to see. People that are for it are going to see the part they want to see. The House has looked at this and passed it, as we all know. The Senate will be considering it. It rests in their hands right now. Whatever decision they make, that's it. Ruskin has spent six years pursuing this trade. At this point, whether it goes through or not, he's done. So the folks who are opposed to this keep your fingers crossed that it doesn't go through because then he's going to turn around and do what he has to do with his land, which obviously he has a right to do. Nothing is going to change anybody's mind tonight on this issue here. A lot of this boils down to water concerns, and Jane Moore alluded to water concerns. An article he read in the newspaper said that Jerome now wants to start bottling water and selling it. Is this the same water that we're concerned about and now we're willing to sell it?

Mayor Jauregui invited Ms. Gaus to take the floor. She stated that Jerome has twenty acres they would like to be able to sell in Clarkdale. They were told by Cottonwood Water Works that they could not be provided with water. After exploring this, other people that have acreage cannot develop because Cottonwood Water Works cannot provide them with water.

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told to her, that the Clarkdale, Cottonwood, Camp Verde Councils support this trade. Also, the Board of Supervisors, two years ago, guaranteed that Mr. Ruskin could develop his 30,000 once it was consolidated, rather than the checkerboard. The development agreement states that he is exempt from any future rules and regulations that the State would pass to tie the water availability or the effects that taking water would have on this development. That was a concern. Any impacts to the river are a concern, and for him to have a development agreement that exempts him from any impacts to that development - he could have fifteen thousand homes. It's been said that by consolidating he will have 8500 less homes at the headwaters, but we don't know that. The 8500 homes could be made up for by the development that happens here. The administrative trade should really be the route to go, rather than the legislative trade. The Clarkdale parcel may not have necessarily been up for grabs, even if it was annexed, because the reason Clarkdale annexed it at the time was to have more control over what happened to it. She described other ways, as communities, the public could help the Forest Service maintain the Forest Service lands.

Council Member Rothrock moved to fax a letter to Senator McCain asking that he drop this bill, and that the trade be put into the Administrative process. Motion was seconded by Council Member Carmy, and carried unanimously.

CLAIMS/ADJUSTMENTS

Vice Mayor Lowe moved to pay the claims. Motion was seconded by Council Member Pfeiffer, and carried unanimously.

CALL TO THE PUBLIC

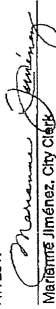
Mr. Ed Kiyler commended the Planning Department for their effort and dedication in putting together the General Plan.

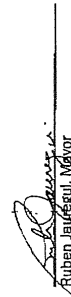
Mayor Jauregui closed the floor to the public.

ADJOURNMENT

Mayor Jauregui moved to adjourn. Motion was seconded by Vice Mayor Lowe.

ATTEST:


Mariánne Jiménez, City Clerk


Ruben Jauregui, Mayor

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CERTIFICATION OF EXCERPT OF MINUTES

I hereby certify that the attached is a true and correct copy of the minutes of the regular meeting of the City Council of the City of Cottonwood held on December 2, 2003. I further certify that the meeting was duly called, and that a quorum was present.


Mohammed J. J. J. J., City Clerk

2-18-04
Date

C12

Herb Jackson
1261 Mark Ave
Clarkdale, AZ 86324

03 September 2006

Patricia McCabe
Logan Simpson Design Inc
51 West Third Street #450
Tempe, AZ 85281

Dear Patricia,

Recently a "SR89A Newsletter" was received in our household announcing a public hearing on 13 September 2006 concerning the proposed improvements on Highway 89A. Regretfully attendance by me is not possible due to a prior commitment.

C12-1 | My suggestion is to install two traffic lights, with left turn lanes in both directions, at the intersection of Hwy 89A and Lisa Street and at Cement Plant Road. SR 89A in the Verde Valley is no place to install a round about.

C12-2 | Between March of 1996 and August of 2005 my employment was with the Phoenix Cement Plant as Lead man of the Security Department.

Response to Comment C12-1

Comment will be included in the Project Record.

Response to Comment C12-2

Comment will be included in the Project Record.

Large vehicles, including fire trucks, cement plant trucks, buses, various sizes of emergency vehicles, as well as truck and trailer combinations, have been taken into consideration during the development of the Selected Alternative. The roundabouts will provide an area between the circulatory roadway and the central island, known as a truck apron, over which rear wheels can safely track to accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers. The truck apron generally is composed of a different material texture or different color than the paved surface to accommodate wheels of exceptionally large vehicles while discouraging routine use by smaller vehicles.

Roundabouts allow continuous flow of traffic, where other means of traffic control (a stop sign or traffic light) will require traffic to come to a complete stop. Studies have reported improvements in traffic flow following conversion of traditional intersections to roundabouts. Where roundabouts replaced stop signs, studies have found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.

The Federal Highway Administration (FHWA) publication, *Roundabouts: An Informational Guide*, reports, "experience in the U.S. shows a reduction in crashes after building a roundabout of about 37 percent for all crashes and 51 percent for injury crashes." The FHWA study indicated that roundabouts may reduce injury accidents at intersections by as much as 95 percent compared to signalized controls. Vehicles are forced

C12

C12-2
(con't.)

This position required, among other duties, detailed recording of the truck traffic into and out of the Cement Plant. Bear in mind SR89A between Cement Plant Road and Main Street of Cottonwood is the MAJOR ROUTE FOR BIG RIG TRUCKS. Almost every bulk cement hauling truck weighs approximately 30,000 pounds empty and, when fully loaded with dry cement, 80,000 pounds. There are between 125 and 200 of these trucks traveling this roadway daily arriving empty and leaving loaded. The majority of the bulk cement trucks vary from 40 to 60 feet in length. They are somewhat more difficult to maneuver than a 15 feet long automobile or pickup. Many of these trucks enter and leave the cement plant three or four times within a 24 hour period. The above statement DOES NOT include the various dump trucks, cement mixer trucks, H & H Trucking coal and gypsum hauling trucks or CTT's miscellaneous trucks. There are also the many tour busses and tourists going to and leaving the town of Jerome, Clarkdale and the Verde Rail Road Depot that has not been counted in the above stated quantities. Installing a round about any where on Hwy 89A would impede truck traffic as well as constitute a very dangerous situation for anyone driving this roadway as well as add to the air pollution with diesel exhaust when the truck drivers "gear down". In addition the round about would, in my opinion, create unsafe road conditions resulting in damages to vehicles, drivers and passenger as well. Yes, in accidents there would undoubtedly be fatalities. In such cases litigation would be involved naming the engineer, contractor, ADOT as well as the State Of Arizona.

Response to Comment C12-2 (cont'd)

to slow down as they enter the roundabout. Consequently, the severity and number of collisions experienced at roundabouts is far less than at conventional intersections. Traffic can continuously flow through the intersection, providing higher capacity than a similar sized signalized intersection and reduced vehicle delays. The fewer potential vehicle conflict points are limited to low-speed sideswipes, rear-end, or merge crashes. Whereas, high-speed head-on, angle 90 or 180 degree collisions at conventional intersections will be eliminated, making any accidents that do occur less severe.

A study by the Insurance Institute for Highway Safety indicates roundabouts reduce crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control. Some of the reasons include:

- Less potential for serious crashes – since vehicles all travel around the center island in the same direction, head-on and left-hand turn ("T-bone") collisions are eliminated.
- Lower travel speeds – because drivers must yield to traffic before entering a roundabout, they tend to slow down. The few collisions that occur in roundabouts are typically minor with few injuries, since they occur at low speeds of 15–20 miles per hour.
- No red lights to run – roundabouts are designed to keep traffic flowing without requiring vehicles to stop, so the incentive for drivers to speed up to make it through a yellow light is removed.

Response to Comment C12-3

Comment will be included in the Project Record.

C12

It is my suggestion to conduct a very thorough traffic study at Hwy 89A and Lisa Street, Monday through Friday for a period of four to six weeks. At this intersection there is a rather large area that could be utilized to conduct such a study.

C12-3

Thank you for taking the time to read this letter containing my comments.

Sincerely,





Herb Jackson

Response to Comment C13-1

Traffic entering the Pine Shadows development from the north will need to travel past the entrance and use the Scenic Drive/Groseta Ranch Road roundabout to turn around. This will require approximately one mile of out-of-direction travel. Traffic leaving the Pine Shadows development, heading south will make a right turn out of the development, head north, and then use the Lincoln Drive/ Lisa Street roundabout to turn around and head south. This will require approximately one mile of out-of-direction travel. All other traffic movements will remain, as they currently exist.

C13

 PUBLIC HEARING SR 89A: CEMENT PLANT RD - BLACK HILLS DR DRAFT ENVIRONMENTAL ASSESSMENT 	
PLEASE PRINT CLEARLY	
Name	Jay Kimmel
Address	2050 W. Hwy 89A #209 Cottonwood
Question (one question per card)	What will happen to traffic flow in and out of the Pine Shadows community?
September 13, 2006	

C13-1

C14

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: KOSALVE MALTEK

Address: 2235 TRAIL BLAZER, COTTONWOOD

Question (one question per card):
WITH SO MANY ELDERLY PEOPLE IN
THE COMMUNITY, THE ROUNDABOUTS
WILL BE CONFUSING TO THEM. HOW
WILL YOU OVERCOME THE CONFUSION
FACTOR LEADING TO ACCIDENTS OR
IMPELING THE TRAFFIC FLOW?

September 13, 2006

C14-1

Response to Comment C14-1

ADOT will complete education programs through the local media, including newspaper ads.

Age-related declines in vision, as well as potential physical impairments, may affect some older adults' driving ability. Intersections can be especially challenging for older drivers. Relative to other age groups, senior drivers tend to be involved in a higher number of crashes occurring at intersections.

In 2004, about half of drivers 80 and older in fatal crashes were involved in multiple-vehicle intersection crashes, compared with 24 percent among drivers younger than 70. Older drivers' intersection crashes often are due to their failure to yield the right-of-way (Mayhew, D.R.; Simpson, H.M.; and Ferguson, S.A. 2005. *Collisions involving senior drivers: high-risk conditions and locations*. Arlington, VA: Insurance Institute for Highway Safety.). Particular problems for older drivers at traditional intersections include left turns and entering busy thoroughfares from cross streets. Roundabouts eliminate these situations entirely.

A recent study in six communities where roundabouts replaced traditional intersections found that about two-thirds of drivers 65 and older supported the roundabouts (Retting, R.A. In process. *Long-term trends in public opinion following construction of roundabouts*. Arlington, VA: Insurance Institute for Highway Safety.).

Although safety effects of roundabouts specifically for older drivers are unknown, the 2001 Institute study of 23 intersections converted from traffic signals or stop signs to roundabouts reported the average age of crash-involved drivers did not increase following the installation of roundabouts, suggesting roundabouts do not pose a problem for older drivers (Persaud, B.N.; Retting, R.A.; Garder, P.E.; and Lord, D. 2001. *Safety effect of roundabout conversions in the United States: empirical Bayes observational before-after study*. Transportation Research Record 1751:1-8.).

Response to Comment C14-1 (cont'd)

In addition, the Selected Alternative will have appropriate signing in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD) 2003 Edition and Arizona Supplement to the MUTCD. It will also employ new signs developed specially for roundabouts. These signs will help the drivers anticipate the movement through the roundabout and allow drivers to be in the appropriate lane prior to entering the roundabout. The geometric design will slow down entering traffic, and pedestrian lighting will enhance the visibility of the roundabout.

C15

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: ROB McKlem

Address: PO Box 1395 Cottonwood

Question (one question per card): When There are
Accidents AT 2 or more
Roundabouts AT the same time
How will emergency vehicles
be able to access victims
that require immediate response

September 13, 2006

C15-1

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: ROB McKlem

Address: PO Box 1395 Cottonwood

Question (one question per card): Where is the
4 lane with center turn
lane and one signal at
Black Hills Drive Alternative
I travel this road 5 to 6 times
daily there is no traffic
build up anywhere else

September 13, 2006

C15-2

Response to Comment C15-1

If there is an accident located at a signalized intersection, that signal is blocked and emergency vehicles have difficulty not only to get to the intersection but also to get out.

The width of the roundabouts varies from 28 to 34 feet, depending on the exact design, plus the area between roadway and the central island, known as a truck apron. This roadway width provides more room for two vehicles to be next to each other than a comparable signalized intersection. This will provide space for a fire truck to get through.

The installation of roundabouts eliminate the amount of traffic being stored at any given intersection in comparison with a traffic signal or stop sign. Roundabouts allow continuous flow of traffic, where other means of traffic control (stop sign or traffic light) require traffic to come to a complete stop. Studies have reported improvements in traffic flow following conversion of traditional intersections to roundabouts. Where roundabouts replaced stop signs, studies have found that vehicle delays were reduced 13–23 percent and the proportion of vehicles that stopped was reduced 14–37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.

In addition, the FHWA publication, *Roundabouts: An Informational Guide*, reports, that roundabouts may reduce injury accidents at intersections by as much as 95 percent compared to signalized controls. Vehicles are forced to slow down as they enter the roundabout. Consequently, the severity and number of collisions experienced at roundabouts is far less than at conventional intersections. The fewer potential vehicle conflicts are limited to low-speed sideswipes, rear-end, or merge crashes, rather than high-speed head-on, angle 90 or 180 degree collisions at conventional intersections making any accidents that do occur less severe.

Response to Comment C15-2

Refer to Section II. A. Purpose and Need of the August 2006, Draft Environmental Assessment for a discussion of the purpose of the project and the need for improvements to this segment of SR 89A.

Refer to Section III. Alternatives of the August 2006, Draft Environmental Assessment for a discussion of the alternatives considered but eliminated from further study and the alternatives considered for further study.

The traffic volume along SR 89A at the intersection with Black Hills Drive warrants a traffic signal. It is anticipated that a traffic signal will also be needed at the intersection of Groseta Ranch Road when the Groseta Development is complete—and at the intersection of SR 89A and Avenida Centerville, once the planned residential development of the Mountain Gates Community is approximately 50 percent developed. Similarly, a signalized intersection at Cement Plant Road and at Lisa Street may be warranted by the year 2007. Even with future signalization, without additional lane capacity, at least three of these five intersections (SR 89A intersections with Lisa Street/Lincoln Drive, Grosetta Ranch Road/Scenic Drive, and Black Hills Drive/Verde Heights Drive) along SR 89A are expected to operate at an unacceptable level of service by the design year 2026.

C15

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: ROB McKlem

Address: PO Box 1395 Cottonwood

Question (one question per card): Does ADOT have any actual film footage of existing roundabouts with SDOT 600 large trucks during daily business hours?

September 13, 2006

C15-3

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: ROB McKlem

Address: PO Box 1395 Cottonwood

Question (one question per card): Why would ADOT even think of subjecting people to this kind of confusion - I've seen roundabouts, if there are more than 3 cars there is confusion

September 13, 2006

C15-4

Response to Comment C15-3

ADOT has video from existing local roundabouts, as well as roundabouts in the states of Washington, Michigan, and Colorado, which show larger vehicles using the roundabouts.

Response to Comment C15-4

Part of the confusion and resistance to the implementation of roundabouts is the perception that roundabouts have the same characteristics as rotaries or traffic circles. A roundabout was installed in Payson approximately a year and a half ago. Based on the success of the roundabout configuration, Payson is now considering three more locations for roundabouts. Prescott has identified a minimum of two locations where additional roundabouts are being considered. Prescott Valley is also planning a roundabout. The communities that are considering additional roundabouts apparently see advantages of the modern roundabout. As more roundabouts are constructed, more people will understand how to use them and become familiar with their operations, which should allow the roundabout to become less confusing and more accepted.

Response to Comment C15-5

ADOT has been working closely with jurisdictional agencies and the public to create a plan that will best serve the traveling public and minimize impacts on the environment. The planning process has been extended in order to complete all the surveys, analyses, and evaluations needed and to respond to input from the agencies involved as well as to the community.

Response to Comment C15-6

The existing analysis is a refinement of the previous studies that have led FHWA and ADOT to the proposed action articulated in the August 2006, Draft Environmental Assessment. Since FHWA and ADOT are still using the previous analyses to support our current proposed action, they were a necessary investment of time and money to reach the current decision. Regarding "efficiency", ADOT has a commitment to involve the affected public in the decision making process. FHWA and ADOT involve the public in decisions because they should have a say in decisions that affect them - not for any desire to achieve efficiency. There are long-term benefits achieved with community involvement, even if it extends the project schedule. Part of the reason this project development has taken some time is that modifications were made based on community and public requests.

C15

PUBLIC HEARING	
SR 89A: CEMENT PLANT RD - BLACK HILLS DR	
DRAFT ENVIRONMENTAL ASSESSMENT	
PLEASE PRINT CLEARLY	
Name:	ROB McKLEM
Address:	PO Box 1395 Cottonwood
Question (one question per card):	Is this the proper way to spend tax dollars - all meetings no action
September 13, 2006	

C15-5

PUBLIC HEARING	
SR 89A: CEMENT PLANT RD - BLACK HILLS DR	
DRAFT ENVIRONMENTAL ASSESSMENT	
PLEASE PRINT CLEARLY	
Name:	ROB McKLEM
Address:	PO Box 1395 Cottonwood
Question (one question per card):	How much taxpayer money has been spent and will be spent on these studies that have not proven efficient.
September 13, 2006	

C15-6

C15

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name ROB McKlem

Address PO Box 1395 Cottonwood

Question (one question per card): THIS ROAD WAS BUILT
FOR A TRUCK BYPASS. WHY
IS IT BEING TRANSFORMED INTO
A SCenic ROUTE.

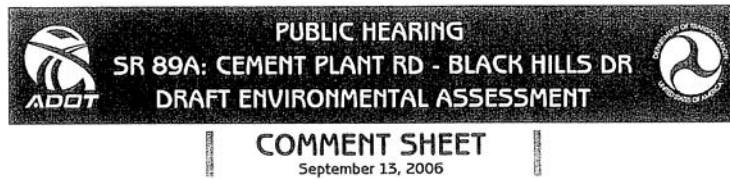
September 13 2006

C15-7

Response to Comment C15-7

State roadways are designed to fit the need of the surrounding area. In rural Arizona, as the communities grow and change, ADOT roadways through communities need to meet these changes. SR 89A was originally built as a truck bypass, when there was no community need for an additional road. With the growth that the Verde Valley has undergone, ADOT needs to accommodate the change in the community and meet the needs of the traveling public. Studies have indicated that to do this, SR 89A needs to be an urban type roadway and accommodate a mix of vehicle types.

C16



Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232

Name: Edward C. Middleton

Address: 2121 Canyon Drive, Clarkdale, AZ 86324

How did you hear about tonight's Public Hearing? ☐ Newspaper ☒ Mailer

☐ Other

My comments will be divided into 3 sections: The Hearing, The Project and Comment on Roundabouts

- C16-1 1. The Hearing was truly a misnomer, unless you consider the fact that the audience could hear what you had to say. My concept of a Public Hearing is that of a gathering where the Public is allowed to be heard and to express their opinions, partly with the object of influencing others. This was not the case as we were not allowed to speak except to the Court Reporter or to follow this course of submitting thoughts in writing. Frankly this is an exercise in futility because although these comments will hopefully become part of the written record, the fact is that very few of the general public are going to seek out that final document. And they do, to what end?
- C16-2 My feeling was that this project is a "done deal" and that we are going to get it in the "Preferred" version, regardless of public opinion. What right does ADOT have to label this the "Preferred Alternative" anyway?
- C16-3 The Preferred Alternative should not be identified until all Public Hearings are complete and then should reflect the Public Preference. I could accept a designation of "Recommended Alternative". I truly feel that this project is being railroaded through in the manner that ADOT long ago decided would be the outcome.
- C16-4 2. The Project is, to my mind, ill-conceived. While I do not question the need to prepare for the future and do something soon, I do not think you have the right answers. First, the designation of the project as 2.2 miles with 5 access points is misleading. There is already a controlled intersection .10 miles South of Black Hills Drive, which means we are really getting a 2.3 stretch with 6 intersections. Do you really think that, along with drastically reduced speed is going to make for a smoother traffic flow? The only ones likely to benefit from that are landowners and developers like Selna and Groseta.
- C16-5 Most urban Interstate Highways and freeways have a basic standard of access points 1 mile apart. I submit that controlled access at MP 349 and another at MP 350, along with the current access at Mingus Ave. would do far more to meet the needs of a "minor arterial" than does the current plan. Although I have some reservations about Roundabouts, they might well be the answer in this configuration. Granted, this plan would require acquisition of Right of Way for frontage roads, but we are talking about meeting 20-30 year needs and you are going to be faced with widening eventually. The land necessary to do this is not going to

Response to Comment C16-1

The Public Hearing met regulatory requirements to provide opportunities for the public to make both oral and written statements, which have subsequently been incorporated into the analysis and Final Environmental Assessment. A Court Recorder was present to document a complete record of a transcript of the Public Hearing and oral comments.

Response to Comment C16-2

ADOT and FHWA are following requirements articulated in the National Environmental Policy Act, US Department of Transportation regulations and Arizona Department of Transportation policy to complete public involvement, the analyses of potential impacts from the project and the completion of an Environmental Assessment for this project. Although a Preferred Alternative was identified in the Draft Environmental Assessment (issued on August 15, 2006), a final decision will not be made until issues arising from the comments received in response to the Draft Environmental Assessment are resolved and a Final Environmental Assessment is submitted to the Federal Highway Administration. Should FHWA decide to approve the project as described within the Final Environmental Assessment, the Federal Highway Administration would issue its decision with a Finding of No Significant Impact.

Refer to Section V. Public and Agency Involvement of the August 2006, Draft Environmental Assessment for a discussion of the public involvement process.

Response to Comment C16-3

National Environmental Policy Act and US Department of Transportation Regulations suggest and allow the identification of a Preferred Alternative in the Draft Environmental Assessment.

Response to Comment C16-3 (cont'd)

The term “Preferred Alternative” is the alternative that, through numerous applicable studies, ADOT further feels would be the most appropriate alternative for consideration. This alternative is what ADOT and FHWA is recommending to the public, town of Clarkdale, the city of Cottonwood, the public, and agencies. Until the public and appropriate agencies have a chance to review and provide comments on the alternative and corresponding studies, no alternative is to be selected or decided upon.

ADOT has held numerous public meetings for this project. In many cases, the input from these meetings prompted an array of additional engineering and environmental studies aimed at addressing community issues and concerns. These studies and evaluations led to many changes and added features to better serve the surrounding environment and communities.

Response to Comment C16-4

The traffic volume along SR 89A at the intersection with Black Hills Drive warrants a traffic signal. It is anticipated that a traffic signal will also be needed at the intersection of Grosetta Ranch Road when the Grosetta Development is complete—and at the intersection of SR 89A and Avenida Centerville, once the planned residential development of the Mountain Gates Community is approximately 50 percent developed. Similarly, a signalized intersection at Cement Plant Road and at Lisa Street may be warranted by the year 2007. Even with future signalization, without additional lane capacity, at least three of these five intersections (SR 89A intersections with Lisa Street/Lincoln Drive, Grosetta Ranch Road/Scenic Drive, and Black Hills Drive/Verde Heights Drive) along SR 89A are expected to operate at an unacceptable level of service by the design year 2026.

The roundabout will allow continuous flow of traffic, where other means of traffic control (a stop sign or traffic light) will require traffic to come to a complete stop. Studies have reported improvements in traffic flow following conversion of traditional

Response to Comment C16-4 (cont'd)

intersections to roundabouts. Where roundabouts replaced stop signs, studies have found that vehicle delays were reduced 13–23 percent and the proportion of vehicles that stopped was reduced 14–37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.

The design speed of the proposed roadway between the roundabout locations will be 55 miles per hour (mph). The roadway geometry (vertical and horizontal alignments of the roadway) will meet the standards for a vehicle safely traveling at 55 mph. The posted speed limit is usually below the design speed, and, in this portion of SR 89A, the posted speed limit will be 45 mph. Generally speeds are reduced to 20 mph in the roundabout, however the 20 mph reduction will continue to move traffic whereas a stop sign or a traffic signal will require traffic to come to a complete stop.

Response to Comment C16-5

Comment will be included in the Project Record.

Refer to Section II. A. Purpose and Need of the August 2006, Draft Environmental Assessment for a discussion of the purpose of the project and the need for improvements to this segment of SR 89A.

With the projected increase in population and housing units, more vehicles will be using the highway to reach local and regional destinations. As discussed in the Draft Environmental Assessment, the number of vehicles turning onto and merging into SR 89A will correspondingly increase. The average daily traffic (ADT) volume in the project area was 14,500 vehicles per day (vpd) in 2004. ADOT has also completed traffic studies in 2004 which project the 2026 ADT volumes estimated at 40,000 vpd. The ADOT 2004, *Access Control and Capacity Needs Study* indicated that SR 89A will need to be improved to at least four lanes by 2026.

Response to Comment C16-6

Comment will be included in the Project Record.

Response to Comment C16-7

Comment will be included in the Project Record.

The Federal Highway Administration (FHWA) publication, *Roundabouts: An Informational Guide*, reports, "experience in the U.S. shows a reduction in crashes after building a roundabout of about 37 percent for all crashes and 51 percent for injury crashes."

The FHWA study indicated that roundabouts may reduce injury accidents at intersections by as much as 95 percent compared to signalized controls. Vehicles are forced to slow down as they enter the roundabout. Consequently, the severity and number of collisions experienced at roundabouts is far less than at conventional intersections. Traffic can continuously flow through the intersection, providing higher capacity than a similar sized signalized intersection and reduced vehicle delays. The fewer potential vehicle conflict points are limited to low-speed sideswipes, rear-end, or merge crashes. Whereas, high-speed head-on, angle 90 or 180 degree collisions at conventional intersections will be eliminated, making any accidents that do occur less severe.

ADOT will complete education programs through the local media, including newspaper ads.

In addition, the Selected Alternative will have appropriate signing in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD) 2003 Edition and Arizona Supplement to the MUTCD. It will also employ new signs developed specially for roundabouts, which will help the driver anticipate the vehicle movements and identify, prior to entering the roundabout, which lane the driver will need to be in for the desired direction of travel. The geometric design will slow down entering traffic, and pedestrian lighting will enhance the visibility of the roundabout.

C16

C16-5
(cont'd)

get cheaper. Eliminating construction of 3 of the Roundabouts will off-set some of the cost of frontage roads. In addition, the extra width would provide a minor amount of noise mitigation and the frontage roads would be a much safer alternative for the cyclists who expressed their concerns in written questions.

C16-6

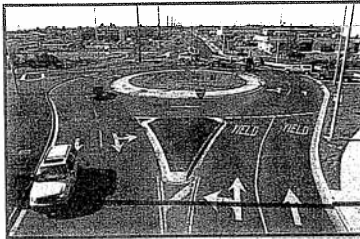
Your assessment of need indicates the presence of slow-moving trucks impeding the flow of traffic. You have been mislead. While it is true there are many trucks on this stretch of highway, virtually NONE of them are slow-moving.

C16-7

3 My biggest concern about 4-lane Roundabouts is that they force the driver to break one of the most basic rules of safe driving. NEVER change lanes in an intersection! You cannot make a left turn through a 4-lane Roundabout without changing lanes. This means looking over your shoulder while driving a left curve; and/or checking your right outside mirror, which is at best unreliable in a left hand curve.

C16-8

The second concern is shown in the picture below. A vehicle approaching the Roundabout from the bottom of this picture, and wanting to make a left turn, should move to the left lane. Suddenly (s)he is faced with a dilemma. The arrow points left but a left turn here is not allowed. This is also a common situation in the design of freeway access, where the left turn lane starts before the gap for cross traffic from the left. It is equally confusing there and in my mind probably is a factor in the number of impaired drivers who end up going the wrong way in one way traffic. Obviously the majority of drivers understand this but please remember that you have to deal with the lowest common denominator. I hope you can come up with a better signing solution.



Response to Comment C16-8

Comment will be included in the Project Record.

The Selected Alternative will have appropriate signing in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD) 2003 Edition and Arizona Supplement to the MUTCD. It will also employ new signs developed specially for roundabouts. These signs will help drivers anticipate the movement through the roundabout and allow drivers to be in the appropriate lane prior to entering the roundabout. The geometric design will slow down entering traffic, and pedestrian lighting will enhance the visibility of the roundabout.

Response to Comment C17-1

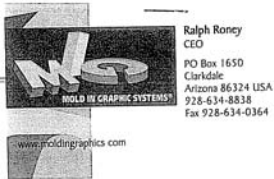
Comment is included in the Project Record.

Response to Comment C17-2

Comment is included in the Project Record.

C17

 **Mold In Graphic Systems®**
We'll label you for life.



September 11, 2006

Patricia McCabe
Logan Simpson Design Inc.
51 West Third Street, Suite 450
Tempe, Arizona 85281

RE: Improving State Route 89A

Dear Patricia:

This letter is to reaffirm that our preferred alternative is still the roundabout. Our current employee population is 95 and their safety and traffic issues are of paramount importance to us.

Our daily large truck traffic for shipping and receiving requires the roundabout at our location be oversized. The entrance to our facilities has to address the traffic safety issues plus the alignment issue to address both Mold In Graphic Systems and the cemetery.

We will continue to work with Clarkdale and ADOT to help make this project successful and hopefully stay on the timetable of completion in the fall of 2007. Thank you for your updates and follow up information that keeps us so well informed.



Sincerely,


Ralph R. Roney
CEO

C17-1

C17-2

C18

 PUBLIC HEARING SR 89A: CEMENT PLANT RD - BLACK HILLS DR DRAFT ENVIRONMENTAL ASSESSMENT 	
PLEASE PRINT CLEARLY	
Name:	SETH Murphy
Address:	1281 Deborah Drive Clarkdale 639-3169
Question (one question per card):	Traffic going through the roundabout will create traffic A stream of headlights going through the back windows of my home. How will this be addressed?
<div style="text-align: right;">September 13, 2006</div>	

C18-1

Response to Comment C18-1

No residence is located within 1,000 feet from the roadway. Commercial zoned property is located adjacent to the roadway at each roundabout. Future development of these properties will eliminate or block vehicle headlights. In addition, a roundabout will produce less nighttime ambient lighting than a traffic signal because of the traffic storage and the continuous traffic signal operations.

C19

PUBLIC HEARING	
SR 89A: CEMENT PLANT RD - BLACK HILLS DR	
DRAFT ENVIRONMENTAL ASSESSMENT	
PLEASE PRINT CLEARLY	
Name:	Bob Oliphant
Address:	330 Desperado Cottonwood
Question (one question per card):	
Why no bike paths?	
September 13, 2006	

C19-1

PUBLIC HEARING	
SR 89A: CEMENT PLANT RD - BLACK HILLS DR	
DRAFT ENVIRONMENTAL ASSESSMENT	
PLEASE PRINT CLEARLY	
Name:	Bob Oliphant
Address:	330 Desperado Dr Cottonwood, AZ 86326
Question (one question per card):	
Why no sidewalks? both	
September 13, 2006	

C19-2

Response to Comment C19-1

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles.

Although bike paths will not be completed as a part of this project the town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as pedestrian and bicycle amenities for SR 89A within the existing project limits.

Response to Comment C19-2

This project does not include the installation of sidewalks because the funding is for the roadway improvements. ADOT has provided guidance to the local communities to apply for federal funding to complete the installation of pedestrian and bicycle amenities. Although no sidewalks will be constructed as a part of this project, ADOT will flatten an area outside the vehicle travel lanes, anticipating that the local communities will eventually receive funding to complete landscaping, pedestrian, and bicycle improvements.

C19

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Bob Oliphant

Address: 330 Desperado
Cottonwood

Question (one question per card):
Who (what) will pay
for ~~scenic~~ landscaping?

September 13, 2006

C19-3

Response to Comment C19-3

Although landscaping will not be completed as a part of this project, the town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration, which would be applied to landscaping features for SR 89A within the existing project limits.

Response to Comment C19-4

The two projects are not similar. This project is primarily oriented towards anticipated future residential development and commercial truck traffic. The SR 179 project is located on a scenic byway within a National Forest and is being developed primarily to accommodate tourist traffic that is actively experiencing the environment adjacent and surrounding the highway.

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Bob Oliphant

Address: 330 Desperado

Question (one question per card):
How does this proposal
compare with the
Sedona to Oak Creek
project?

September 13, 2006

C19-4

C19

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Bob Olyphant

Address: 336 Desperado
Ch. Woodward

Question (one question per card):
How were the numbers
and locations of
proposed roundabouts
arrived at?

C19-5

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Bob Olyphant

Address: 330 Desperado
Ch. Woodward

Question (one question per card):
What role did Mr
Grosetta play in
this proposed project?

September 13, 2006

C19-6

Response to Comment C19-5

Refer to Section II. A. Purpose and Need of the August 2006, Draft Environmental Assessment for a discussion of the purpose of the project and the need for improvements to this segment of SR 89A.

Along this roadway there will be raised medians with some means of traffic control required at five intersections. Roundabouts were considered and determined to most efficiently move traffic through the project area. Roundabouts will allow traffic to continuously flow through the corridor, whereas, a stop sign or traffic signal, would potentially back-up the traffic at the intersections. Less than five roundabouts would mean that some intersections would require a stop controlled intersections, therefore, reducing the effectiveness of what the roundabout was designed to do – to keep traffic moving.


Response to Comment C19-6

Mr. Grosetta is an adjacent landowner and project stakeholder, as are all adjacent landowners. Refer to Section V. Public and Agency Involvement of the August 2006, Draft Environmental Assessment for a discussion of the public involvement associated with the planning process.


Response to Comment C20-1

Comment is noted in the Project Record.

C20



PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT



PLEASE PRINT CLEARLY

Name: Anke Pitella

Address: Clatskanie

Question (one question per card):

Supervision: Roads parallel SR 89A
Channeling into one main big
road at exit. Another Roundabout
at intersection of tunnel plant road &
11th Street SR 89A to Jerome.
With 5 Roundabouts for many cars
will take Old Jerome Highway 2006

C20-1

Town Cottonwood,

Response to Comment C21-1

Comment is noted in the Project Record.

C21



COMMENT SHEET

September 13, 2006

Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232.

Name: Jodye Pollock
Address: P.O. Box 876 Cornville AZ 86321

How did you hear about tonight's Public Hearing? ☒ Newspaper ☐ Mailer
☐ Other

Other comments? Roundabouts yes!!! They are safer & more efficient with regard to traffic flow. Also, I am a cyclist & find them to be much safer than standard intersections. I have spent some time in Europe & found that once I got used to them, they were great - had to readjust to intersections upon returning to U.S.

C21-1

TRACS No. 089A YV 349 H4129 01C

Project No. 51P-089-A(002)

Response to Comment C22-1

Comment is noted in the Project Record.

C22



COMMENT SHEET

September 13, 2006

Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232

Name: ROBYN RUD'HEIMER - PAPERAddress: 1750 Cholla Lane, POB 1138 Clarkdale AZ 86324How did you hear about tonight's Public Hearing? ☐ Newspaper ☒ Mailer☐ Other

Other comments?

I am a supporter of roundabouts.
They are safe efficient to use.

Safety is my 1st priority

They keep traffic moving at a
steady pace.

We MUST do something on Hwy 89A - it is
becoming increasingly dangerous to enter -
especially left turns. As we get more
traffic, the more dangerous it will become.

C22-1

TRACS No. 089A YV 349 H4129 01C

Project No. STP-089-A(002)

Final Environmental Assessment SR89A: Cement Plant Rd – Black Hills Dr
Federal Aid No.: STP A89-A(002) Project No.: 089A YV 349 H4129 01C
C-77

C24

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: A. ROTH

Address: 501 LINCOLN DR.

Question (one question per card): IF ROUNDABOUTS ARE SO GREAT WHY ARE SOME STATES SPENDING MILLIONS (NEW JERSEY) HAPPY VALLEY RD IN PHOENIX TO REMOVE EXISTING ROUNDABOUTS.

September 13, 2006


C24-1

Response to Comment C24-1

Traffic circles or rotaries are not the same as a modern roundabout, and generally do not have any of the same design characteristics that make modern roundabouts a safe and efficient intersection control mechanism. New Jersey is now in the process of replacing many of their remaining traffic circles with modern roundabouts. The modern roundabout has specific design criteria standardized by Great Britain in the early 1980s, which were not introduced to the U.S. until the mid-1990s. Any traffic circle built in the U.S. prior to 1994 most likely does not function as a modern roundabout. Modern roundabouts provide increased capacity, along with increased safety, reduced emissions, lower maintenance costs, and provide aesthetic improvements compared to traffic circles or rotaries.

Response to Comment C25-1


Comment is noted in the Project Record.

C25	 PUBLIC HEARING SR 89A: CEMENT PLANT RD - BLACK HILLS DR DRAFT ENVIRONMENTAL ASSESSMENT
	PLEASE PRINT CLEARLY
C25-1	Name: <u>Frank Sa</u>
	Address: <u>309 Main St</u>
	Question (one question per card):
	<u>Round about at 11th st & Cement plant Rd</u>
	September 13, 2006

Response to Comment C26-1

This project is not a pilot construction management at risk project.

C26

 PUBLIC HEARING SR 89A: CEMENT PLANT RD - BLACK HILLS DR DRAFT ENVIRONMENTAL ASSESSMENT	PLEASE PRINT CLEARLY Name: <u>Jeanne Sapon</u> Address: <u>Sundt Construction</u> <u>2630 S. 200th Place, Phoenix 85034</u> Question (one question per card): <u>Is this the 89A project that</u> <u>ADOT is setting aside as the</u> <u>pilot CMAA Risk project delivery?</u>
	September 13, 2006

C26-1

C27

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Margot Soderstrom

Address: 546 N. Organ Pipe St, Ctnd

Question (one question per card):
What will be the speed limit between
Roundabouts? Will there be a Speed
Reduction before ^{each} R.A.? If so, how
or what will the speed be?

September 13, 2006

C27-1

Response to Comment C27-1

Posted speed limits within the project limits are currently 55 miles per hour (mph) from Black Hills Drive/Verde Heights Drive to Avenida Centerville/Valley View Road and 35 mph west of Avenida Centerville/Valley View Road.

The design speed of the proposed roadway between the roundabout locations will be 55 miles per hour (mph). The roadway geometry (vertical and horizontal alignments of the roadway) will meet the standards for a vehicle safely traveling at 55 mph. The posted speed limit is usually below the design speed, and, in this portion of SR 89A, the posted speed limit will be 45 mph. Generally speeds are reduced to 20 mph in the roundabout, however the 20 mph reduction will continue to move traffic whereas a stop sign or a traffic signal will require traffic to come to a complete stop.

C28

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Shirley Smith

Address: 741 Minges Shaws Dr, Clarkdale

Question (one question per card):
If my property would be affected (ie brought up)
by this project, would I already be aware of it?
or might it be a future surprise?

September 13, 2006

C28-1

Response to Comment C28-1

The final right-of-way acquisition determination will be made during the final design process. ADOT will minimize right-of-way impacts to adjacent landowners wherever possible. Currently no total property acquisitions are anticipated. Land owners will be contacted once the required right-of-way has been determined.

C29

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: Robert Steffens

Address: 1200 Danny Ave #4B
Clarkdale Ga

Question (one question per card):
Do you think a round
about would cause more
work, especially considering
18 wheelers go through that
4 way 24/7

September 13, 2006

C29-1

Response to Comment C29-1

Injury accidents, serious collisions, and fatality accidents are expected to decrease with the incorporation of the roundabout. Vehicles will not have the ability to make a left-turn, therefore eliminating vehicles crossing on-coming traffic lanes and eliminating the potential for left-turn accidents. In addition, the implementation of roundabouts as opposed to traffic signals will eliminate the need for traffic to come to a complete stop, potentially reducing or eliminating the number of rear-end collisions.

The Federal Highway Administration (FHWA) publication, *Roundabouts: An Informational Guide*, reports, "experience in the U.S. shows a reduction in crashes after building a roundabout of about 37 percent for all crashes and 51 percent for injury crashes." The FHWA study also indicated that roundabouts may reduce injury accidents at intersections by as much as 95 percent compared to signalized controls. Vehicles are forced to slow down as they enter the roundabout. Consequently, the severity and number of collisions experienced at roundabouts is far less than at conventional intersections. Traffic can continuously flow through the intersection, giving higher capacity than a similar sized signalized intersection and lower vehicle delays. Traffic can continuously flow through the intersection, providing higher capacity than a similar sized signalized intersection and reduced vehicle delays. The fewer potential vehicle conflict points are limited to low-speed sideswipes, rear-end, or merge crashes. Whereas, high-speed head-on, angle 90 or 180 degree collisions at conventional intersections will be eliminated, making any accidents that do occur less severe. Compared to a stop-controlled or signalized intersection, roundabouts have fewer conflict points (8 conflict points for a 4-way roundabout, compared with 32 for a stop-controlled or signalized intersection). Consequently, the number of collisions experienced at a roundabout is usually far less than at conventional intersections.

C29

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

COMMENT SHEET
 September 13, 2006

Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232.

Name: Robert Ben Stephens
 Address: 5200 Janny Ave Apt 43 Clark
 How did you hear about tonight's Public Hearing? ☐ Newspaper ☐ Mailer
☒ Other Security Guard at Phoenix Concrete

Other comments? We disagree w/ the roundabouts. w/ Robert being a truck driver (18wheeler) it would be hard on him & other drivers most of the trucks are 49ft to 53ft long. The trailers would end up in the second lane. Not everyone understands that 18 wheelers need room, don't stop on a dime. Basically a round about is a bad idea.

TRACS No. 089A YV 549 H4129 01C Project No. STP-089-A(002)

C29-2

Response to Comment C29-1 (cont'd)

Several features of roundabouts promote safety. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. The vehicle-to-vehicle conflicts that occur at roundabouts generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds (15–20 mph).

Response to Comment C29-2

Large vehicles, including fire trucks, cement plant trucks, buses, various sizes of emergency vehicles, as well as truck and trailer combinations, have been taken into consideration during the development of the Preferred Alternative. The roundabouts will provide an area between the circulatory roadway and the central island, known as a truck apron, over which rear wheels can safely track to accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers. The truck apron generally is composed of a different material texture or different color than the paved surface to accommodate wheels of exceptionally large vehicles while discouraging routine use by smaller vehicles.



Where there are multiple lanes of entry and two or more lanes of circulating traffic, the roundabout is designed with the idea that trucks may use both lanes, if necessary, to travel through the roundabout as smoothly as possible. A truck approaching a roundabout may straddle both lanes, similar to making a "wide right turn" at a standard intersection.

Response to Comment C30-1

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles.

Although no bicycle paths or sidewalks will be completed as a part of this project, the town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as, pedestrian and bicyclists amenities for SR 89A within the existing project limits. ADOT has provided guidance to the local communities to apply for the federal grant to complete the installation of pedestrian and bicycle amenities.

C30

 PUBLIC HEARING SR 89A: CEMENT PLANT RD - BLACK HILLS DR DRAFT ENVIRONMENTAL ASSESSMENT 	
PLEASE PRINT CLEARLY	
Name:	Lisa Terry
Address:	9022 1/2 N 15th St.
Question (one question per card):	How are bicyclists and bicycle lanes incorporated into new and existing road plans?
September 15, 2006	

C30-1

Response to Comment C30-2

Refer to Response to Comment C30-1.

C30



COMMENT SHEET

September 13, 2006

Thank you for attending tonight's hearing. We would appreciate your input on the Draft Environmental Assessment for SR 89A, Cement Plant Road - Black Hills Drive. You may leave your comments tonight or send your comments by September 29, 2006, to: Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, Fax: 480-966-9232

Name:

Lisa Terry

Address:

PO Box 3991, Cottonwood, AZ, 86326

How did you hear about tonight's Public Hearing?

☐ Newspaper☐ Mailer☒ Other

friend

C30-2

Other comments? I would like to see more bicycle lanes and cyclist facilities such as bike lanes along 89-A and along commuter routes. We need a bicycle friendly community!

TRACS No. 089A YV 349 H4129 01C

Project No. 51F-089-A(002)

C31

Page 1 of 1

Patricia McCabe

From: joann townie [PACKARD2@peoplepc.com]
 Sent: Tuesday, September 05, 2006 8:07 PM
 To: Patricia McCabe
 Subject: Roundabout Alternative

Dear Ms McCabe

C31-1

C31-2

C31-3

I would like to give some input concerning the possibility of roundabouts along 89A. In theory, it appears to be a great idea. In reality, I foresee accidents waiting to happen. First of all, drivers in other states know how to use and obey the rules of the road when it comes to roundabouts. Unfortunately, drivers in Arizona do not always follow the rules of the road and tend to speed. They also have no idea what a roundabout is let alone drive in one. There are accidents waiting to happen. Secondly, roundabouts on 89A need to be large enough to accommodate cement trucks, fire trucks, ambulances, etc. I do not see that happening. Lastly, ADOT usually takes its time in completely major projects. I foresee congestion and bottlenecks for a considerable length of time before any project is complete. Bottom line: Thumbs down to roundabouts.

9/12/2006

Response to Comment C31-1

Injury accidents, serious collisions, and fatality accidents are expected to decrease with the incorporation of the roundabout. Vehicles will not have the ability to make a left-turn, therefore eliminating vehicles crossing on-coming traffic lanes and eliminating the potential for left-turn accidents. In addition, the implementation of roundabouts as opposed to traffic signals will eliminate the need for traffic to come to a complete stop, potentially reducing or eliminating the number of rear-end collisions.

The Federal Highway Administration (FHWA) publication, *Roundabouts: An Informational Guide*, reports, "experience in the U.S. shows a reduction in crashes after building a roundabout of about 37 percent for all crashes and 51 percent for injury crashes." The FHWA study also indicated that roundabouts may reduce injury accidents at intersections by as much as 95 percent compared to signalized controls. Vehicles are forced to slow down as they enter the roundabout. Consequently, the severity and number of collisions experienced at roundabouts is far less than at conventional intersections. Traffic can continuously flow through the intersection, giving higher capacity than a similar sized signalized intersection and lower vehicle delays. Traffic can continuously flow through the intersection, providing higher capacity than a similar sized signalized intersection and reduced vehicle delays. The fewer potential vehicle conflict points are limited to low-speed sideswipes, rear-end, or merge crashes.

Whereas, high-speed head-on, angle 90 or 180 degree collisions at conventional intersections will be eliminated, making any accidents that do occur less severe. Compared to a stop-controlled or signalized intersection, roundabouts have fewer conflict points (8 conflict points for a 4-way roundabout, compared with 32 for a stop-controlled or signalized intersection). Consequently, the number of collisions experienced at a roundabout is usually far less than at conventional intersections.

Response to Comment C31-1 (cont'd)

Several features of roundabouts promote safety. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. The vehicle-to-vehicle conflicts that occur at roundabouts generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds (15-20 mph).

Response to Comment C31-2

Large vehicles, including fire trucks, cement plant trucks, buses, various sizes of emergency vehicles, as well as truck and trailer combinations, have been taken into consideration during the development of the Preferred Alternative. The roundabouts will provide an area between the circulatory roadway and the central island, known as a truck apron, over which rear wheels can safely track to accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers.

Where there are multiple lanes of entry and two or more lanes of circulating traffic, the roundabout is designed so that trucks may use both lanes, if necessary, to travel through the roundabout, similar to making a “wide right turn” at a standard intersection.

Response to Comment C31-3

Comment is noted in the Project Record.

C32

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: London Towne

Address: 1050 Horizon Dr
Clarkdale, AZ

Question (one question per card):
We would like to see a bike-
walkway included in this plan.

Keep a space between roadway & the
walkway so traffic does not blow over
hot guys. Build a walkway now while
funds are available. September 15, 2006

C32-1

Response to Comment C32-1

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles.

Although no bicycle paths or sidewalks will be completed as a part of this project, the town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as, pedestrian and bicyclists amenities for SR 89A within the existing project limits. ADOT has provided guidance to the local communities to apply for the federal grant to complete the installation of pedestrian and bicycle amenities.

C33

Page 1 of 1

Patricia McCabe

From: joann lowne [PACKARD2@peoplepc.com]
Sent: Monday, September 04, 2006 5:33 PM
To: Patricia McCabe
Subject: SR89A in Cottonwood

Please read attached letter about my concerns for 89A in Cottonwood and Clarkdale, AZ. Thank you,
Langdon J. Towne, Packard2@peoplepc.com
1050 Horizon Drive, Clarkdale, AZ 86324

9/12/2006

C33

1050 Horizon Drive
Clarkdale, Arizona 86324
September 5, 2006

Arizona Department of Transportation
Prescott District Office
109 Commerce Drive
Prescott, AZ

Subject: 89A: Cement Plant Road – Black Hills Drive

C33-1

Two items I would like you to consider as you plan ahead on 89A in Cottonwood and Clarkdale, Arizona.

The first issue is an exit lane from highway 89A into Mingus Shadows subdivision. There is an exit lane into Pine Shadows, but not for Lincoln Drive. With a speed limit of 55 mph on 89A, one can not safely make a right turn on to Lincoln Drive or Mingus Shadows Drive doing 55 mph. Too many times in my returning home, too many trucks or cars want to rear-end me as I slow down to make a right turn onto Lincoln Drive. The break down lane is not wide enough, level enough (pavement is uneven and will pull a car tire) in making a right turn. Once in a while, bicycles use the break down lane too. We should like to see a right turn lane into Lincoln Drive like Pine Shadows has.

C33-2

The second issue. Plan and build a bicycle and walk path perhaps some 30 to 80 feet away from the highway on the north side of 89A. Could we start with a short path from the Pine Shadows Driveway up to Centerville Road or even to Cement Plant Road? A paved path 4 or 5 feet wide would be nice for us to bicycle or walk on. People from Lamplighter Village might use the walk path too.

C33-3

We know that in a few years, the state highway dept. hopes to widen 89A to four lanes. For that reason, build a bike/walk path far to the side. We have seen these paths in Canada and Germany where these paths are very popular.

Thank you for considering these two items.

Sincerely yours,

Langdon & Jo-Ann Towne

Response to Comment C33-1

ADOT will replace all turn lanes that currently exist. New turn lanes into a subdivision must meet the need of that subdivision. Upon demonstration of the need, ADOT will consider construction, but at this time traffic counts do not warrant the construction of a turn lane at this location. The construction of an additional travel lane will help mitigate the potential conflict associated with the deceleration for right turns.

Response to Comment C33-2

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles.

Although no bicycle paths or sidewalks will be completed as a part of this project, the town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as, pedestrian and bicyclists amenities for SR 89A within the existing project limits. ADOT has provided guidance to the local communities to apply for the federal grant to complete the installation of pedestrian and bicycle amenities.

Response to Comment C33-3

Refer to Response to Comment C33-2.

C34

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: RANDY VICTORY, PRESIDENT VERDE VALLEY CYCLISTS

Address: PO BOX 172 COTTONWOOD AZ 86326

Question (one question per card): I NOTICE THAT ENHANCEMENT FUNDS HAVE BEEN APPLIED FOR ON THIS PROJECT. PLANTS ARE GREAT, BUT WHAT ARE YOU DOING TO ENCOURAGE BICYCLE + PED SHAREABILITY ALONG THIS CORRIDOR. HAVE YOU CONSIDERED SHARED-USE LANE MARKINGS?

September 13, 2006

C34-1

Response to Comment C34-1

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles.

Although no bicycle paths or sidewalks will be completed as a part of this project, the town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as, pedestrian and bicyclists amenities for SR 89A within the existing project limits. ADOT has provided guidance to the local communities to apply for the federal grant to complete the installation of pedestrian and bicycle amenities.

Response to Comment C34-2
Address will be updated in the project distribution list.

C34

Patricia McCabe

Subject: RE: address update - SR89A

-----Original Message-----
From: Verde Valley Cyclists [mailto:probilia@cableone.net]
Sent: Wednesday, September 13, 2006 3:51 PM
To: hr@azdot.com
Subject: address update - SR89A

Page 1 of 1

C34-2

Howdy:
 I just wanted to give you my updated address. It seems that the Draft Environmental Assessment on the SR89A Project was sent to the wrong address. The CORRECT address for the Verde Valley Cyclists Coalition is:
 Verde Valley Cyclists
 PO Box 172
 Cottonwood, AZ 86326-0172

Thanks!!
 Randy Victory, LCI, NMBP
 President, Verde Valley Cyclists
 "Working for a better Verde Valley & its bicyclists!"
www.xvcc.us
 928-649-9533 928-301-1190

Response to Comment C35-1

Refer to Section II. A. Purpose and Need of the August 2006, Draft Environmental Assessment for a discussion of the purpose of the project and the need for improvements to this segment of SR 89A.

The traffic volume along SR 89A at the intersection with Black Hills Drive warrants a traffic signal. It is anticipated that a traffic signal will also be needed at the intersection of Grosetta Ranch Road when the Grosetta Development is complete—and at the intersection of SR 89A and Avenida Centerville, once the planned residential development of the Mountain Gates Community is approximately 50 percent developed. Similarly, a signalized intersection at Cement Plant Road and at Lisa Street may be warranted by the year 2007. Even with future signalization, without additional lane capacity, at least three of these five intersections (SR 89A intersections with Lisa Street/Lincoln Drive, Grosetta Ranch Road/Scenic Drive, and Black Hills Drive/Verde Heights Drive) along SR 89A are expected to operate at an unacceptable level of service by the design year 2026.

Roundabouts will allow vehicles to make a U-turn without having to cross or encounter on-coming traffic. Studies have reported improvements in traffic flow following conversion of traditional intersections to roundabouts. Where roundabouts replaced stop signs, studies have found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York, and Washington, where roundabouts replaced traffic signals or stop signs, found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops.

C35

PUBLIC HEARING	
SR 89A, CEMENT PLANT RD - BLACK HILLS DR	
DRAFT ENVIRONMENTAL ASSESSMENT	
PLEASE PRINT CLEARLY	
Name:	Bob Williams
Address:	110 N. Palo Verde St, Cottonwood
Question (one question per card):	Why build all 5 roundabouts at once? Build one at each end to first test how they work. Construct left turn/U turns at other intersections for now. Five roundabouts will have a huge impact on this highway.
September 13, 2006	

C35-1

C36

TO: Dallas Hammit, ADOT Prescott District Engineer
 Orlando Jerez, ADOT Project Manager
 FROM: Patricia F. Williams, Mingus Shadows *pfw*
 SUBJECT: Reconfiguration of 89A
 DATE: September 12, 2006

C36-1

I would like to make a few comments on the above referenced subject. While I am a councilmember, the following views and opinions are mine only, as an individual resident of Clarkdale, and in no way reflect views of the Town Council.

I have been told that the previous Clarkdale council wholeheartedly approved this project as well as the Cottonwood council. It should be noted that there have been many changes in council members and staff as well as residents in the ensuing years. In the packet we received regarding this project, there is a letter from Mr. Don Eberly, the former Fire Chief for Clarkdale dated July 15, 2004, a letter dated August 26, 2003 from Lyle Richardson of the Town of Clarkdale and one from Mr. Jerry Owen of Cottonwood, dated August 2, 2004. All these men have resigned their positions. In addition, we have many new residents who did not live here at the time of the previous public meetings. With a new "cast of characters" including staff and new council members I think both Cottonwood and Clarkdale should have another opportunity to discuss this again before the project is approved. I also noted that most of the letters/comments in the Appendix go back to 1995, 1996 and 1997. Therefore, I think it would behoove us to re-examine this entire project, hold additional public meetings and perhaps come up with some new ideas.

C36-2

As I understand it, this project would provide a 68 foot wide highway with two travel lanes in each direction, an 8 foot raised median curb and gutter in the center and will provide five roundabouts. The Town of Clarkdale Planning Department has already received council approval to apply for a grant to beautify and landscape the five roundabouts. In all my experience with traffic circles, I have never seen anything in the center of a traffic circle because it cuts down on the visibility for the drivers. This is a mistake. Further, we already have a small roundabout on 11th Street at the entrance to Mountain Gate that to date does not have any landscaping in the center and already there have been two accidents; two vehicles smashing into the roundabout as they came down 11th Street heading east to Clarkdale. It is a

Response to Comment C36-1

Comment will be included in the Project Record.

ADOT and FHWA have continuously coordinated with the local community representatives and elected officials throughout the planning process for this project.

Response to Comment C36-2

Comment will be included in the Project Record.

The existing roundabout at the entrance to the Mountain Gate Community is under the jurisdiction of the Town of Clarkdale and is not an Arizona Department of Transportation (ADOT) facility. The Town of Clarkdale has explained that the two incidents at the existing roundabout had specific circumstances and occurred shortly after construction was completed.

The Selected Alternative will have appropriate signing in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD) 2003 Edition and Arizona Supplement to the MUTCD. It will also employ new signs developed specially for roundabouts. These signs will help the drivers anticipate the movement through the roundabout and allow drivers to be in the appropriate lane prior to entering the roundabout. The geometric design will slow down entering traffic, and pedestrian lighting will enhance the visibility of the roundabout.

ADOT will complete education programs through the local media, including newspaper ads to help local drivers understand how to maneuver through the roundabouts.

In addition, no landscaping will not be completed as a part of this project the Town of Clarkdale and the City of Cottonwood will be applying for a joint grant from FHWA which would be applied to landscaping features as well as pedestrian and bicycle amenities for SR 89A within the existing project limits.

Response to Comment C36-3

Comment will be included in the Project Record.

Traffic circles or rotaries are not the same as a modern roundabout, and generally do not have any of the same design characteristics that make modern roundabouts a safe and efficient intersection control mechanism. New Jersey is now in the process of replacing many of their remaining traffic circles with modern roundabouts.

The modern roundabout has specific design criteria standardized by Great Britain in the early 1980s, which were not introduced to the U.S. until the mid-1990s. Any traffic circle built in the U.S. prior to 1994 most likely does not function as a modern roundabout. Modern roundabouts provide increased capacity, along with increased safety, reduced emissions, lower maintenance costs, aesthetic improvements, and improved multi-modal connectivity compared to traffic circles or rotaries.

Response to Comment C36-4

Comment will be included in the Project Record.

Refer to Section II. A. Purpose and Need of the August 2006, Draft Environmental Assessment for a discussion of the purpose of the project and the need for improvements to this segment of SR 89A.

Along this roadway where there will be raised medians with some means of traffic control required at five intersections. The roundabout will allow continuous flow of traffic, where other means of traffic control (a stop sign or traffic light) will require traffic to come to a complete stop. Studies have reported improvements in traffic flow following conversion of traditional intersections to roundabouts.

Response to Comment C36-5

Large vehicles, including fire trucks, cement plant trucks, buses, various sizes of emergency vehicles, as well as truck and trailer combinations, have been taken into consideration during the development of the Preferred Alternative. The roundabouts will

C36

small roundabout and very poorly lighted at night but I have been told that Empire Builders will be adding lighting to this area. Perhaps this will help.

- | | |
|-------|---|
| C36-3 | My driving experience began at the age of age of 17 in New Jersey where there were traffic circles all over the state, particularly along the Jersey shore, so I am very familiar with traffic circles and roundabouts do not phase me. If you think of it like a clock, you just have to remember if you want to exit at 12, 3, 6 or 9. So I am not against roundabouts—but five of them in 2.2 miles is definitely overkill. Jerome says they get a million visitors a year. Many of these tourists are driving large RVs, pulling a car, are not familiar with roundabouts and trying to find Jerome. In addition we have all kinds of trucks from the cement plant area that use 89A 24/7. Further, |
| C36-4 | Verde River Iron will be adding truck traffic when they start their operation in Clarkdale. If the 604 homes in Mountain Gate and 240 in Highlands (west of 89A) and about 30 other homes in minor subdivisions each have 2 cars, we will be adding approximately 1,748 cars over the next five years. |
| C36-5 | |
| C36-6 | I call your attention to the letter submitted by Mr. Tim Costello of Cottonwood, Appendix, pg 64, dated April 11, 2006, wherein he speaks about the rapid growth that Cottonwood and Clarkdale are experiencing. In that e-mail, Item 3 states “That a maximum of 2 additional roundabouts be allowed between Black Hills Drive and Groseta/Scenic roads, to be built by future development upon demonstration of need.” Item 4 states “That a future roundabout be allowed at Anna’s Avenue, a ¼ mile NW of Groseta/Scenic roads, to be built by future development upon a demonstration of need.” So perhaps in 5 to 10 years, with our rapid growth, we could possibly have 8 roundabouts in a distance of 2.2 miles. Any competent planner would have to agree that this is an insane plan. |
| C36-7 | When I first moved here in 1999 there was an effort to have a traffic light installed at Verde Heights and Black Hills Drive. ADOT would not allow it because they said it was “too close to the light at Willard”. I think they said there had to be a distance of a mile and a half between lights. The next thing I know, a traffic light is being installed at Mingus Avenue and 89A which is closer to Willard, where it remains today. So what happened to that rule? This means that right after a traffic light at Mingus, you go right into a roundabout. Will that traffic light be removed? |
| C36-8 | I also call your attention to an e-mail from Ms. Beverly Andrews, (C-2) dated October 27, 2003 asking that ADOT “do it right the first time” and C- |

Response to Comment C36-5 (cont'd)

provide an area between the circulatory roadway and the central island, known as a truck apron, over which rear wheels can safely track to accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers.

The number of trucks in the corridor is not unusually high; and they have been accounted for in the operational design of the Preferred Alternative. The roundabout radii and other parameters were designed using a truck with trailer as a design vehicle. Simulation runs were conducted to check the safe operation at these roundabouts.

Where there are multiple lanes of entry and two or more lanes of circulating traffic, the roundabout is designed so that trucks may use both lanes, if necessary, to travel through the roundabout, similar to making a “wide right turn” at a standard intersection.

Modern roundabouts provide increased capacity, along with increased safety, reduced emissions, lower maintenance costs, aesthetic improvements, and improved multi-modal connectivity compared to traffic circles or rotaries. The modern roundabout, as designed for this project, will handle the projected traffic volumes for the roadway.

Response to Comment C36-6

Additional future roadway improvements, including access roads will be evaluated along SR 89A, as stipulated in the e-mail and letter reference, upon the demonstration of need for these adjoining roads. Additional studies will need to be completed at that time to support such a request for additional intersections with SR 89A.

Response to Comment C36-7

The traffic signal at Mingus Road will not be removed. There is no conflict relative to its proximity to a roundabout at Black Hills Drive.

C36

- C36-8 (cont'd) 3, another e-mail from the Mastriani Family dated December 18, 2003. I have many friends living in Pine Shadows that are totally opposed to this plan. The residents in my development, Mingus Shadows, are also opposed to this plan and the people in Lamplighter, a mobile home park on the west side of 89A, with a large number of elderly people are also opposed to this plan. Their concern is that an ambulance could not get to them fast enough with all these roundabouts. The ambulance would have to go to the Centerville roundabout and then backtrack to the entrance of Lamplighter. As we all know, in the event of a heart attack or stroke, time is of the essence.
- C36-9 If roundabouts are so great, how come they were never mentioned in the discussions held regarding Rt. 260? An additional point of fact is that now both the states of New Jersey and Pennsylvania are currently removing all the traffic circles that have been there for years because of the number of accidents.
- C36-10 With the technology we have today there must be some other way for ADOT to provide safe traffic movement at a slower speed than what is currently planned. Councilman Wiley, next to me, just returned from a European trip and spoke about a system he saw that I would like him to explain here tonight which slows traffic down without lights or roundabouts. (See photographs.)
- C36-11 The 89A by-pass was originally built to ease the traffic going through Old Town Cottonwood on Main Street (the original Rt. 89). With 5 to 8 roundabouts on 89A, everyone will either go back to the original Rt. 89, thereby defeating the purpose of the bypass, or go down Old Jerome Highway. Since ADOT is so short of money for roadway improvements because of inflation in building materials, I am suggesting that we start with just three roundabouts—one at 89A and 11th Street, one at Scenic/Groseta Ranch Road (the entrance to the Highlands development) and one at Black Hills with a left access turn to the Lamplighter entrance for emergency vehicles only. That would allow time for all drivers to begin getting used to roundabouts and would cost less.
- C36-12 I urge the towns of Cottonwood and Clarkdale as well as ADOT to look at and thoroughly discuss this project again and come up with a better plan. There has got to be something better for 2.2 miles of road than the prospect of possibly 5 to 8 roundabouts.

Response to Comment C36-8

One purpose of this project is to improve future emergency services. Without improvements and as the traffic volumes increase, emergency services are going to have a more difficult time maneuvering through the existing roadway. Increasing the roadway capacity by adding an additional lane in each direction and including roundabouts will allow emergency services including, police, ambulance, and fire vehicles to move through this area more efficiently.

In addition, the planned median curb system is a passive traffic control device consisting of curbs that are mountable by emergency vehicles. This will allow the emergency vehicles to safely cross over the median, if required.

Throughout the National Environmental Policy Act process, ADOT has been working with the local emergency responders, including the fire departments, police departments, ambulance service, and the local hospital. Local emergency services have expressed their support for the Selected Alternative during recent discussions and coordination.

Response to Comment C36-9

A roundabout is not the same as the older-style rotary traffic circle like those found in some East Coast and European cities. The main difference between older style traffic circles and roundabouts is in how traffic enters the circle and which vehicle has the right-of-way. Traffic circles or rotaries are not the same as a modern roundabout, and generally do not have any of the same design characteristics that make modern roundabouts a safe and efficient intersection control mechanism.

New Jersey is now in the process of replacing many of their few remaining traffic circles with modern roundabouts. The modern roundabout has specific design criteria standardized by Great Britain in the early 1980s, which were not introduced to the U.S. until the mid-1990s. Any traffic circle built in the U.S. prior to 1994 most likely does not function as a modern roundabout. Modern roundabouts provide increased capacity, along with an

Response to Comment C36-9 (cont'd)

increased safety record, reduced emissions, lower maintenance costs, aesthetic improvements, and improved multi-modal connectivity compared to traffic circles or rotaries.

Response to Comment C36-10

The purpose of the roundabouts is to safely and efficiently control intersecting traffic, not specifically to slow traffic down. There are various techniques for slowing traffic, generally termed “traffic calming measures”, but we are not aware of any other appropriate technologies for intersection control.

The Selected Alternative will not only slow down traffic but will also provide the truck traffic a turn around area at Cement Road when they realize that trucks are not allowed over the mountain, also it will allow u-turns without having to wait for an opening in the traffic.

Response to Comment C36-11

Along this roadway there will be raised medians with some means of traffic control required at five intersections. If five intersections need some sort of traffic control measure, implementing only three roundabouts, where traffic would continuously flow through the corridor, and the remaining two intersections having a stop sign or traffic signal, traffic will potentially back-up at the stop controlled intersections. This would reduce the effectiveness of what the roundabout was designed to do – to keep traffic moving. Implementing three roundabouts, as suggested, would not allow for a functional roadway in conjunction with traffic signals, stop signs, or stop controlled intersections.

Response to Comment C36-12

Comment will be included in the Project Record.

C37

Page 1 of 1

Patricia McCabe

From: Jane [bullyfan@commspeed.net]
Sent: Tuesday, September 05, 2006 6:08 PM
To: Patricia McCabe
Subject: Comment

- C37-1 | The roundabouts being proposed for the 89A bypass is a horrible idea. Bypass being the operative word. This road was designed to bypass old town Clarkdale and Cottonwood and their perspective neighborhoods. You need to do an impact study as to the traffic you will create when most of Clarkdale will now use the old route through the towns. The hindrance to the truck traffic from the cement plant in terms of speed control, braking, fuel usage and safety cancels the assumed benefits. If I were the truck company I would reroute my trucks through town.
- C37-2 |

9/12/2006

Response to Comment C37-1

Comment will be included in the Project Record.

State roadways are designed to fit the need of the surrounding area. In rural Arizona, as the communities grow and change, ADOT roadways through communities need to meet the needs of these changes. SR 89A was originally built as a truck bypass, when there was no community need for an additional road. With the growth that the Verde Valley has undergone, ADOT needs to accommodate the change in the community and meet the needs of the traveling public. Several studies discussed in Section III. Alternatives, of the Draft EA, have indicated that to do this, SR 89A needs to be an urban type roadway and accommodate a mix of vehicle types.

Response to Comment C37-2

Comment will be included in the Project Record.

FHWA and ADOT have completed numerous studies, and determined that the Selected Alternative would meet the need of the traveling public and local communities.

Response to Comment C38-1

The Prescott roundabout referred to in the public hearing presentation is located along SR 89 at the intersection with Willow Lake Road and the Watson Lake entrance.

C38

PUBLIC HEARING
SR 89A: CEMENT PLANT RD - BLACK HILLS DR
DRAFT ENVIRONMENTAL ASSESSMENT

PLEASE PRINT CLEARLY

Name: _____

Address: _____


Question (one question per card): _____

TELL WHERE PRESCOTT ROUNDABOUT
 IS SO PEOPLE CAN TEST DRIVE
 LOCATION

September 13, 2006

C38-1


C39-1



PUBLIC HEARING

SR 89A: CEMENT PLANT RD - BLACK HILLS DR

DRAFT ENVIRONMENTAL ASSESSMENT



PLEASE PRINT CLEARLY

Name: _____

Address: _____

Question (one question per card): _____

Will there be bicycle
lanes?

September 13, 2006

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles.

Although bike paths will not be completed as a part of this project the town of Clarkdale and the city of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as pedestrian and bicycle amenities for SR 89A within the existing project limits.